Chapter 7 Consultation and Coordination

Early and continuing consultation and coordination with the general public and appropriate public agencies is an essential part of the environmental process. Public participation and agency consultation for the East Bay BRT Project have been accomplished through a variety of formal and informal means, including formal meetings with members of the general public, focus groups, and resource agency staff; informal consultations with individuals and groups; Caltrans' project development team meetings; and circulation of draft documents and flyers. This chapter summarizes efforts to identify, address, and resolve project-related issues through consultation and coordination with federal, state, and local agencies, and with elected officials, community leaders, organizations, and other stakeholders from the neighborhoods and communities within the AC Transit East Bay BRT Project study area.

7.1 Outreach During the Major Investment Study

Over a three-year period from 1999 to 2002, AC Transit conducted a Major Investment Study (MIS) to examine the feasibility of providing a new or improved transit service in the Berkeley-Oakland-San Leandro corridor. The MIS considered over a dozen modal alternatives and alignments for improved transit service, identifying three vehicle/technology options for detailed analysis that could best meet the service objectives while satisfying the needs of the market: Light Rail Transit (LRT), Bus Rapid Transit (BRT), and Enhanced Bus. For each of these vehicle/technology options, two alignment variations were analyzed in detail for the northern portion of the corridor: the Telegraph Avenue alignment and the College Avenue/Broadway alignment. In the southern portion of the corridor, International Boulevard/East 14th Street was selected as the alignment that performed best in meeting the service objectives.

On August 2, 2001, the AC Transit Board of Directors adopted BRT, featuring high-frequency and fast bus operations using dedicated lanes on existing roadways, as the Locally Preferred Alternative (LPA). The recommended alignment primarily would use Telegraph Avenue in the northern portion of the corridor and International Boulevard/East 14th Street in the southern portion. This LPA designation established the mode, BRT, and the alignment, Telegraph Avenue/International Boulevard/East 14th Street, for the proposed project evaluated in this environmental document.

An important element of the MIS, informing the selection of the LPA, was public outreach and participation. A Public Participation Plan (PPP) was instituted to ensure that input from the community, residents, business owners, employees, and public officials in the MIS study area were considered during the study. The PPP included public meetings, one-on-one stakeholder interviews, community presentations, notices in the local media, and coordination with elected officials. Numerous informational materials were also developed for distribution throughout the corridor.

7.1.1 Public Meetings Conducted for the Major Investment Study

Over the course of the MIS, seven meetings were held to gather input from the general public. The first three of these meetings, which took place in January-February 2000, focused on developing service

objectives for the corridor. The fourth meeting, held in September 2000, identified transit modes and alignment alternatives for further evaluation.

The final three meetings summarized the results of the technical analysis of the ridership, engineering, environmental, and financial impacts of the modal and alignment options under study and solicited additional input from meeting participants. To publicize these meetings, AC Transit mailed fliers to over 6,000 people, made over 1,000 follow-up telephone calls, placed advertisements in local newspapers, and posted announcements in AC Transit buses. Meetings were held on the following dates and locations:

- January 25, 2000 – San Leandro
- January 27, 2000 – Oakland
- February 2, 2000 – Berkeley
- September 12, 2000 – Oakland
- March 21, 2001 – San Leandro
- March 22, 2001 – Berkeley
- March 29, 2001 – Oakland

The meetings were one component of the PPP for the overall project. The plan ensured that input from the community, residents, business owners, employees, and public officials in the MIS study area were considered during the study. The PPP included public meetings, one-on-one stakeholder interviews, community presentations, notices in the local media, and coordination with elected officials. Numerous informational materials were also developed for distribution throughout the corridor.

During each public meeting, AC Transit provided information about the MIS and obtained feedback from meeting participants regarding key issues. Comment cards were included in meeting announcements and project newsletters and were available at all public meetings for attendees who wanted to submit comments in writing. Participants were given an opportunity to express their concerns, comments, and suggestions; all comments were recorded and transcribed.

7.1.2 Stakeholder Interviews Conducted for the Major Investment Study

As part of the initial public outreach effort and prior to any public information meetings, AC Transit conducted one-on-one stakeholder interviews with leaders of key organizations in the project corridor to identify and discuss project concerns, impacts, questions and interest with local community leaders and representatives. The interviews were held throughout the MIS study area in private homes, business offices, churches, community service organizations, and other mutually convenient locations, with a few conducted by telephone to accommodate schedules. The interviews were conducted over a seven-month period, beginning in September 1999 and ending in March 2000.

The interview participants included men and women from the cities of Berkeley, Oakland, San Leandro, and included representatives of the following five sectors: business, government, non-profit, service/civic agencies, and ethnic organizations. A list of the stakeholders is presented in Table 7.1-1.

Table 7.1-1: Stakeholder Meetings during the Major Investment Study	
Organization	**Interviewee**
City of Berkeley	
Alta Bates Hospital	Carolyn Burritt-Kelle, Parking and Transportation Manager
Berkeley Art Museum	Lana Buffington, Community Liaison
Berkeley Repertory Theatre	Stephanie Scott, Administrator
City of Berkeley	Jim Keene, City Manager
City of Berkeley Planning Commission	MaryAnn McCamant, Vice Chair
City of Berkeley Transportation Commission	Richard Thomason, Vice Chair
Downtown Berkeley Association	Rauly Butler, President
East Bay Transportation Choices Forum	Jeff Hobson, Project Manager
Sierra Club	Aaron Priven, Transportation Representative
Telegraph Area Association	Kathy Berger, Director
University of California, Berkeley	Irene Hegarty, Director, Community Relations
City of Oakland	
Alameda County Transit Authority	Christine Monsen, Executive Director
Allen Temple Baptist Church	Eunice Shaw, Minister of Social Services
Allen Temple Baptist Church Housing and Economic Development	Durelle Ali, Executive Director
Black Chamber of Commerce	Dr. Richard McCline, President
Central Business District Association	Arthur Goldman, President
East Bay Asian Local Development Corporation	Lynette Jung Lee, Executive Director
East Bay Korean Senior Center	Dalvin Kong, Director
East Oakland Youth Development Center	Regina Rasheed, Executive Director
Golden Age Showcase	Samuel B. King, Director
Hispanic Chamber of Commerce of Alameda County	Alberto Rocha, Director
Korean Community Center	John Kim, Executive Director
Lao Family Community Development	Chao Fars, Director
Native American Health Center	Janet King, Circle of Care Education Coordinator
Oakland Chinatown Chamber of Commerce	Jenny Ong, President
Oakland Metro Chamber of Commerce	Christine Lloyd, Membership and Marketing Representative
Oakland Vietnamese Chamber of Commerce	John Nguyen, President
Patten College	Dr. Gleen Kunkel, Dean of Academic Affairs
Port of Oakland	Steve Gregory, Senior Port Strategic Planner
United Seniors of Oakland	Nate Miley, Director, District 6 Councilman
City of San Leandro	
Creekside Neighborhood Association	Kai Bender, President
Davis Street Community Center	Rose Johnson, Executive Director
Downtown Business Association	Carol Libbrecht, President
Eden Lodge	Victoria Walker, Service Coordinator
Faria Brothers	John Faria, Business Operator
Halcyon-Foothill Homeowners Association	Linda Perry, President
Latte Da	Chris Ehrenberg, Business Owner
San Leandro Chamber of Commerce	Tom Guarino, CEO
San Leandro Development Services Department	Steve Emsily, Director
San Leandro Planning Commission	Mike Mahoney, Chair
Source: AC Transit, 2006 and Cambridge Systematics, 2006.	

7.1.3 Technical Advisory Committee for Major Investment Study

AC Transit established an East Bay BRT Technical Advisory Committee (TAC), composed of technical staff from the Federal Transit Administration (FTA); the California Department of Transportation (Caltrans); the Bay Area Rapid Transit District (BART); the Metropolitan Transportation Commission (MTC); the Alameda County Congestion Management Agency (ACCMA); the Alameda County Transportation Authority (ACTA); Alameda County; the cities of Berkeley, Oakland, and San Leandro; the Port of Oakland; and the University of California, Berkeley (UC Berkeley). Between 1999 and 2002, the TAC had over 10 meetings to provide technical input concerning the project MIS. TAC members for the MIS included:

- Paul Page — FTA
- Lisa Carboni — Caltrans
- Valerie Knepper — MTC
- Diane Stark — BART
- Marian Lee-Skowronek — BART
- Jean Hart — ACCMA
- Beth Walukas — ACCMA
- Rebecca Kohlstrand — ACTA
- Steve Castleberry — ACTA
- Cindy Horvath — Alameda County
- Cherry Chaicharn — City of Berkeley, Transportation
- Rochelle Wheeler — City of Berkeley, Planning & Development
- Natalie Fay — City of Oakland, Community and Economic Development Agency (CEDA)
- Michael Vecchio — City of Oakland, Transportation and Parking
- Matt Tomas — City of San Leandro, Planning
- Ray Davis — City of San Leandro, Public Works
- Anne Henny — Port of Oakland, Commercial Real Estate
- David Duncan — UC Berkeley, Physical & Environmental Planning
- Diane Sutch — UC Berkeley, Physical & Environmental Planning
- Ann Muzzini — UC Berkeley, Physical & Environmental Planning

7.1.4 Community Advisory Committee (CAC) for the Major Investment Study

AC Transit established an East Bay BRT Community Advisory Committee (CAC) composed of leaders of community-based organizations in the cities of Berkeley, Oakland, and San Leandro. The CAC provided the viewpoint of the community, as expressed by its local leaders. Three meetings of this committee were held as part of the MIS, on September 23, 1999, August 24, 2000, and March 14, 2001. The first two of these meetings were conducted during the process of developing alternatives. The third meeting discussed the evaluation of alternatives and the selection of a recommended alternative to be carried forward for environmental review.

7.1.5 Policy Steering Committee for the Major Investment Study

AC Transit established an East Bay BRT Policy Steering Committee (PSC) to provide overall policy guidance during the planning process and environmental review. The PSC was composed of elected officials from Alameda County and the cities of Berkeley, Oakland, and San Leandro, as well as representatives from AC Transit and the MTC.

East Bay BRT PSC members included:

- City of Berkeley
  - Mayor Shirley Dean
  - Councilmember Kriss Worthington
- City of Oakland
  - Councilmember Larry Reid
  - Councilmember Henry Chang
- City of San Leandro
  - Mayor Shelia Young
  - Councilmember Garry Loeffler
- Alameda County
  - Supervisor Nate Miley
  - Supervisor Keith Carson
- Metropolitan Transportation Commission
  - Commissioner Ralph Apezzato
  - Supervisor Mary King
- AC Transit
  - Director Greg Harper
  - Director Alice Creason
  - Director Clinton Killian
  - Director Patrisha Piras

7.2 Outreach during Preparation of the Draft EIS/EIR

Pursuant to the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), AC Transit has prepared this Draft Environmental Impact Statement/Environment Impact Report (EIS/EIR) to present the project purpose and need, describe project features, disclose anticipated impacts if the project is implemented and solicit comments. The technical analyses conducted for this document are limited to the LPA, in accordance with the findings and recommendations of the MIS. A Notice of Intent (NOI) to prepare a Draft EIS/EIR was published in the Federal Register on January 23, 2004 (Volume 69, Number 15). Prior to that, a Notice of Preparation (NOP) was distributed to local, state, and federal agencies on May 13, 2003. Selection of a preferred project alternative will not be made until after circulation of the Draft EIS/EIR and consideration of all public and agency comments received.

7.2.1 Public Meetings/Open Houses

AC Transit conducted six public meetings/open houses in the cities of Berkeley, Oakland, and San Leandro to inform constituents, residents, transit riders, and interested public agencies and organizations about the scope of the project and to obtain information from them regarding alternatives and issues to be considered during the environmental studies. The meetings were held in public venues close to transit facilities and generally during evening hours on the following dates:

- **Wednesday, May 28, 2003** — **San Leandro**
  San Leandro City Hall
  835 East 14th Street
- **Monday, June 2, 2003** — **East Oakland**
  Allen Baptist Church
  8501 International Boulevard
- **Wednesday, June 4, 2003** — **Berkeley**
  North Berkeley Senior Center
  1901 Hearst Avenue
- **Thursday, June 5, 2003** (Afternoon – primarily for city staff and elected officials) — **Downtown Oakland and North Oakland**
  Oakland City Hall
  One Frank Ogawa Plaza
- **Thursday, June 5, 2003** (Evening) — **Downtown Oakland and North Oakland**
  Oakland City Hall
  One Frank Ogawa Plaza
- **Wednesday, February 11, 2004** — **Fruitvale and San Antonio Districts**
  Fruitvale-San Antonio Senior Center
  3301 East 12th Street

The February 11, 2004 meeting was noticed in Federal Register: January 23, 2004 (Volume 69, Number 15) as the public scoping meeting for the preparation of the Environmental Impact Statement/Environment Impact Report for the East Bay BRT Project.[1]

AC Transit distributed over 1,500 notification flyers to provide notification of the May-June 2003 public meetings, through direct mailings to interested individuals and organizations and placement at high-traffic locations. In addition, telephone calls were made to key stakeholders, including the following:

- University of California, Berkeley
- Berkeley Chamber of Commerce
- San Leandro Chamber of Commerce
- Oakland Chamber of Commerce

[1] U.S. Environmental Protection Agency, Federal Register Environmental Documents, Notice of Intent to Prepare an Environmental Impact Statement (EIS).

- Oakland Pedestrian Safety
- Telegraph Area Association
- Walk and Roll Berkeley
- Berkeley Ecological and Safe Transportation
- Korean Town Merchant Association
- Unity Council, and
- Various other neighborhood associations in Berkeley, Oakland, and San Leandro.

English and Spanish advertisements for the meetings were placed in the following publications:

- Berkeley Daily Planet
- Daily Californian
- Recorder
- Oakland Tribune
- San Leandro Times
- El Latino Newspaper.

In addition to the six media outlets listed above, the following local media were contacted by mail and by telephone to announce the date, time, and location of the meetings and encourage their attendance:

- El Bohemio News
- El Mundo Spanish Weekly
- El Mensajero
- El Observador
- El Hispano Newspaper
- El Reporter
- Nuevo Mondo
- La Union
- KSTS 48
- KDTV 14
- KSOL 99.8 FM/99.1 FM.

Representatives of the Oakland Tribute and the El Bohemio News attended and covered at least one of the meetings.

Each meeting began with an open house format with exhibits, maps, and information boards on display and AC Transit and consultant staff available to describe the project and answer questions. Following the open house was a formal presentation that provided a project overview, including basic design concepts and the proposed project alignment, with possible alignment variations; description of the alternatives previously considered and how the East Bay BRT Project was chosen as the LPA; advantages of the BRT alternatives to be evaluated in the Draft EIS/EIR; and anticipated environmental, technical and engineering issues. A professional meeting facilitator helped ensure that all participants had an opportunity to provide input in an open forum. Input, comments, and concerns

were recorded and transcribed. Participants were also encouraged to provide input directly to AC Transit staff by completing a comment card or e-mailing comments.

The NEPA scoping meeting held on February 11, 2004 followed a similar format. Because the location in East Oakland was close to the Fruitvale and San Antonio districts, which have large Hispanic populations, the meeting included a Spanish interpreter, Spanish project materials and Spanish display boards. Comment cards, agendas, and project information were also available in a bilingual format. To facilitate discussions with the participants, a bilingual meeting facilitator conducted the meeting discussion in English and Spanish.

In all, nearly 150 people attended the public meetings/open houses.

7.2.1.1 SUMMARY OF MEETING COMMENTS

Comments on various aspects of the proposed project were received during the facilitated discussion, through e-mails, and through comment cards. The comments received generally fell into the following categories:

- Impacts on local bus stops, bus service, and BART
- Neighborhood and business impacts.

Comments provided also directed AC Transit staff to consider alternatives such as:

- Providing service to Jack London Square
- Reviewing ways in which Chinatown in Oakland can be better served
- Enhancing service to the university staff and student population at UC Berkeley
- Considering streets other than Telegraph in Berkeley for the project alignment
- Using a Davis Street/San Leandro Boulevard alignment to bypass Downtown San Leandro.

Overall, participant comments indicated support for the BRT project and many expressed the desire to see the project come to fruition. Supporters emphasized the positive economic impacts of the project. Participants were especially keen in ensuring that this project worked closely with economic development projects in their areas. Providing transit service to areas of growth, new development or redevelopment was highlighted as an important consideration when making alignment and station location decisions. Economic development areas potentially having regional economic importance were seen as likely benefiting from additional transportation service.

Some residents and businesses from specific areas along the corridor expressed concerns regarding impacts to local businesses. Individuals in Berkeley who have businesses along Telegraph Avenue were concerned about negative impacts due to parking loss, increased traffic congestion, construction, and the possibility of a transit/pedestrian zone. Members of the Telegraph Area Association presented handouts with alternative BRT alignments and designs that they felt would circumvent these impacts.

Business owners and residents also expressed concerns regarding traffic circulation within the study area. Residents wanted to ensure that drivers did not divert from Telegraph Avenue, International Boulevard or East 14th Street onto neighborhood streets. The removal of through traffic lanes for BRT

was seen as potentially causing increased traffic congestion. Because the project would restrict left turns along the alignment to intersections with traffic signals, some residents were concerned about distances between permissible left turns.

Many participants expressed concern that the level of local bus service be maintained in concert with the new BRT service and that plans should link existing routes with the new BRT corridor. They indicated that a strengthening of east-west service could benefit BRT ridership.

Concern about how the BRT corridor supported the existing BART system was also expressed. Participants wanted to ensure that the BRT route neither duplicated service nor pulled riders from BART. They wanted BRT and BART ticketing and fares to be coordinated, and questioned how it would be done. Individuals also questioned whether AC Transit would be competing for regional transportation funds as BART does.

Throughout the scoping process, meeting participants asked for clarification regarding who gives the ultimate approval for the project. Furthermore, participants in San Leandro asked whether there would be a joint agreement among the cities to approve the project.

Finally, AC Transit was encouraged by the public to improve pedestrian and bicycle safety as a key objective. Participants wanted to know whether the study would review safety issues at bus stops. Participants inquired about existing and future bicycle lanes and the Berkeley Bicycle Coalition requested that AC Transit consider adding bike racks inside the cabins of the buses.

7.2.2 Technical Advisory Committee for the Draft EIS/EIR

Meetings of the East Bay BRT Technical Advisory Committee were conducted between 2003 and 2005 during preparation of the Draft EIS/EIR to brief TAC members on project updates and the results of the technical studies, and to obtain their input as the impact analysis progressed. In addition to its ongoing TAC role, Caltrans has been given the opportunity to review the Draft EIS/EIR, preliminary design plans, traffic studies, and the travel demand forecasting methodology prior to release of the Draft EIS/EIR because a substantial portion of the proposed project uses State Route 185 (International Boulevard/East 14th Street) through the cities of Oakland and San Leandro.

TAC members for the Draft EIS/EIR included:

- Paul Page — Federal Transit Administration
- John Chang — Caltrans, Project Management
- Paul Chiu — Caltrans, Operations
- Wingate Lew — Caltrans, Transit and Community Planning
- Val Menotti — BART
- Marian Lee-Skowronek — BART
- Wei-Bin Zhang — California Partners for Advanced Transit and Highways (California PATH)
- Christy Riviere — Association of Bay Area Governments (ABAG)
- Valerie Knepper — MTC
- Diane Stark — ACCMA
- Rebecca Kohlstrand — ACTA

- Kira Stoll — UC Berkeley, Parking and Transportation
- Jennifer Lawrence — UC Berkeley, Capital Projects
- Cindy Horvath — Alameda County
- Hamid Mostowfi — City of Berkeley, Transportation
- Janet Homrighausen — City of Berkeley, Planning
- Natalie Fay — City of Oakland, CEDA
- Wladimir Wlassowsky — City of Oakland, Public Works
- Reh-Lin Chen — City of San Leandro, Engineering and Transportation
- Matt Tomas — City of San Leandro, Planning

7.2.3 Policy Steering Committee for the Draft EIS/EIR

Meetings of the East Bay BRT Policy Steering Committee were conducted during preparation of the Draft EIS/EIR to update PSC members on project features, issues, and study findings during preparation. Members of the PSC included:

- AC Transit
  - Director Greg Harper
  - Director Alice Creason
  - Director Dennis Hayashi
- Metropolitan Transportation Commission
  - Mayor/Commissioner Sheila Young
- Alameda County
  - Supervisor Nate Miley
- City of Berkeley
  - Mayor Tom Bates
  - Councilmember Kriss Worthington
- City of Oakland
  - Councilmember Larry Reid
  - Councilmember Henry Chang
- City of San Leandro
  - Mayor/Commissioner Sheila Young
  - Councilmember Orval Badger

7.3 Agencies Consulted

The following federal, state, regional and local agencies were consulted, either as part of the early public and agency consultation process or in conjunction with environmental laws. All will receive notice of the availability of this environmental document; see Appendix C, Distribution List.

Federal Agencies

Federal Emergency Management Agency
Federal Highway Administration
Federal Railroad Administration
U.S. Bureau of Reclamation

U.S. Department of Energy
U.S. Department of Health and Human Services
U.S. Department of the Interior
U.S. Environmental Protection Agency

State Agencies

California Department of Transportation
San Francisco Bay Regional Water Quality Control Board
State Office of Historic Preservation
Department of Conservation
State Resources Agency
State Water Resources Control Board
Integrated Waste Management Board
State Air Resources Board
Department of Health Services, Director
Public Utilities Commission
Native American Heritage Commission
Energy Commission
California Environmental Protection Agency
Office of Planning and Research (OPR)
Department of Water Resources
State Department of Housing and Community Development
State Lands Commission
Department of Parks and Recreation

Regional and Local Agencies

Alameda County Congestion Management Agency
Association of Bay Area Governments
Bay Area Air Quality Management District
California Partners for Advanced Transit and Highways (California PATH)
City of Berkeley Planning Commission
City of Berkeley Public Works
City of Berkeley Transportation Commission
City of Oakland Community and Economic Development Agency
City of Oakland Planning Commission
City of Oakland Public Works
City of Oakland Redevelopment Office
City of Oakland Transportation Commission
City of San Leandro Planning Commission
City of San Leandro Public Works
City of San Leandro Transportation Commission
Metropolitan Transportation Commission
University of California, Berkeley, Capital Projects

University of California, Berkeley, Parking and Transportation

7.4 Private Groups Consulted

Groups consulted during preparation of this environmental document are listed below:

Allen Temple Baptist Church
Benvenue Neighborhood Association
Berkeley Architectural Heritage Association
Berkeley Chamber of Commerce
Berkeley Ecological and Safe Transportation (BEST)
Bus Riders Union
Le Conte Neighborhood
Walk and Roll Berkeley
Webster Tract Neighbors Association
Willard Neighborhood Association
Telegraph Avenue Business Association
East Bay Bicycle Coalition
Korean Town Merchant Association
MacArthur BART Citizens' Planning Committee
Oakland Coalition of Congregations
Oakland Metropolitan Chamber of Commerce
Oakland Pedestrian Safety
RIDES for Bay Area Commuters
Rockridge Community Planning Council
San Leandro Chamber of Commerce
Telegraph Northgate Neighborhood Association
Temescal Merchants Association/Temescal Neighbors Together
United Seniors Association
Unity Council
Bancroft Area Neighborhood Association
Bayfair Mall Merchants Association
Bay-O-Vista Improvement Association
Creekside Neighborhood Association
Davis West Neighborhood
Farelly Pond Neighborhood
Marina Gardens Homeowners Association
Nugent Square Homeowners Association
South San Leandro Advisory Committee

7.4.1 Merchant Survey

During the spring of 2006, AC Transit and other organizations sponsored a survey of merchants (primarily small commercial business owners/operators offering retail goods and consumer services) in the San Antonio and Fruitvale districts of East Oakland. These neighborhoods contain numerous small

and emerging businesses that serve multi-ethnic populations characterized by high levels of transit dependency. The surveys were conducted by the Transportation and Land Use Coalition (TALC), San Antonio Community Development Corporation, and Unity Council and solicited opinions on the possible effects of proposed BRT service and other land use changes under consideration in the area.

Merchants indicated their perceptions of the benefits and impacts of BRT service; quality of existing bus services; business transportation needs; and other ways to improve the local business environment (e.g., expand housing, enhance the streetscape, reduce crime). Sixty responses were received. Generally respondents were favorably inclined to proposed BRT service and related project improvements. AC Transit would continue targeted outreach, similar to the merchant survey, in an effort to better understand local communities' key concerns should the East Bay BRT Project be approved for implementation

7.5 Agency Coordination and Approvals

7.5.1 Coordination and Consultation Pursuant to Section 106 of the National Historic Preservation Act

Section 106 of the National Historic Preservation Act of 1966 requires federal agencies to take into account the effects of their activities and programs on historic properties. Section 110 of the Act lays out affirmative agency responsibilities with respect to historic properties and establishes the National Register of Historic Places (NRHP) for identifying and listing historic properties of importance to the nation, the states, and local communities. Guidelines for implementing Section 106 requirements are promulgated by the Advisory Council on Historic Preservation (ACHP) in "Protection of Historic Properties" (36 CFR Part 800).

Cultural resources also are protected by the California Environmental Quality Act (CEQA) (PRC Division 13, Sections 21000-21178), which requires state and local agencies to take into consideration the environmental effects of their actions. Cultural resources that are listed on or determined to be eligible for listing on the NRHP and/or the California Register of Historic Resources (CRHR) as well as city-designated historic resources are protected under CEQA.

7.5.2 Historic Resources

The architectural Area of Potential Effects (APE) was delineated by FTA and AC Transit in consultation with the State Historic Preservation Officer (SHPO). Surveys conducted within the architectural APE identified 51 resources that are listed in the NRHP, have been determined eligible for the NRHP, or appear eligible for listing in the NRHP. These properties are or appear to be historical resources for the purposes of CEQA. The APE also includes 143 resources that do not appear to be eligible for the NRHP, but that appear to be historical resources for the purposes of CEQA. Analysis of the project's potential for effects on historic resources was conducted and it was determined that the project will have no adverse effects on eligible resources. A Historic Properties Survey Report (HPSR) and a Finding of Effect (FOE) were prepared and submitted to the SHPO on December 12, 2005, with a request for SHPO's concurrence in these findings. A copy of the SHPO's letter concurring with these eligibility and effects determinations is provided in Appendix D, Agency Correspondence.

7.5.3 Archaeological Resources

An archaeological APE was delineated by FTA and AC Transit in consultation with the SHPO. Surveys conducted within the archaeological APE identified six archaeological sites in or immediately adjacent to the project alignment in the Downtown Oakland area. Six other archaeological sites were recorded within a half-mile of the proposed project alignment in Downtown Oakland. No archaeological sites were recorded in the southern half of the project corridor. An HPSR was prepared and submitted to the SHPO on December 12, 2005. It is highly unlikely that construction of the East Bay BRT Project would affect archaeological resources; however, a Site Treatment Plan was prepared and submitted to the SHPO with the HPSR to address this contingency. A copy of the SHPO's letter with these findings is provided in Appendix D, Agency Correspondence.

7.5.3.1 TRIBAL COORDINATION

The Native American Heritage Commission (NAHC) was contacted to perform a Sacred Lands file search and eight Native American contacts provided by NAHC were requested to solicit information and express concerns about Native American cultural resources within the project corridor. Andrew Galvan of the Ohlone Indian Tribe replied by telephone, stating that he knew of no resources in the vicinity of the proposed alignment for the East Bay BRT Project. No other replies were received.

7.6 Chronology of Coordination

The following is a chronology of coordination activities during the development of the East Bay BRT Project and related environmental studies:

1999-2002	AC Transit conducted an MIS to examine alternatives for improving transit service along the project corridor.
August 2, 2001	AC Transit Board of Directors adopted BRT service featuring high-capacity express buses operating in dedicated lanes as the LPA mode. The LPA identified Telegraph Avenue/International Boulevard as the recommended alignment option.
April 22, 2003	Met with the BRT TAC to kick off the environmental phase of the project.
April 23, 2003	Met with representatives of the ACCMA to discuss Alameda County signal projects as they could affect the project.
April 29, 2003	Met with representatives of the City of Berkeley Transportation Department on Berkeley traffic issues affecting the project.
May 13, 2003	Distributed CEQA NOP to local, state, and federal agencies; stakeholders; and other interested parties.
May 16, 2003	Consulted with California PATH on traffic simulation.
May 28, 2003	Held public information/scoping meeting at the San Leandro City Hall, San Leandro.
June 2, 2003	Held public information/scoping meeting at the Allen Temple Baptist Church in East Oakland.
June 4, 2003	Held public information/scoping meeting at the North Berkeley Senior Center, Berkeley.
June 5, 2003	Held afternoon public information/scoping meeting at the Oakland City Hall in Downtown Oakland for the primary benefit of city staff and elected officials.

June 5, 2003	Held evening public information/scoping meeting at the Oakland City Hall in Downtown Oakland for the primary benefit of the public.
June 23, 2003	Consulted with representatives of the City of San Leandro Transportation Department on San Leandro traffic issues affecting project.
June 23, 2003	Consulted with representatives of the City of Oakland Public Works Department on Oakland traffic issues affecting project.
June 25, 2003	Met with representatives of the ACCMA regarding the proposed project in relation to the Congestion Management Program.
July 11, 2003	Consulted with representatives of the San Leandro Planning Department on land use data and development plans in the proposed project corridor.
July 14, 2003	Met with City of Berkeley Planning staff on land use data and development plans in the proposed project corridor.
July 22, 2003	Solicited UC Berkeley staff feedback on BRT design options.
July 28, 2003	Solicited City of Berkeley Transportation Planning staff feedback on BRT design options.
August 11, 2003	Met with Caltrans District 4 staff regarding traffic, design, engineering, and right-of-way issues for portions of project within Caltrans' right-of-way (State Route 185).
August 14, 2003	Consulted with the City of Oakland Redevelopment Department regarding Telegraph Avenue Streetscape improvements.
August 25, 2003	Consulted with the City of Oakland CEDA, Public Works, regarding the proposed 20th Street BRT station and transit center.
September 11, 2003	Met with BART Planning staff to obtain feedback on BRT design options.
September 25, 2003	Consulted with ACCMA regarding environmental clearance of signal projects.
October 3, 2003	Consulted with City of San Leandro Transportation Planning staff for feedback on BRT design options.
October 7, 2003	Met with the Unity Council regarding bus operations in Fruitvale.
October 28, 2003	Obtained feedback on design options from the City of Berkeley, UC Berkeley Staff.
November 17, 2003	Consulted with Telegraph Business Improvement District regarding upper Telegraph Avenue improvements in relation to the proposed project.
November 20, 2003	Met with City of Berkeley Transportation Planning staff to obtain feedback on BRT design options.
November 25, 2003	Consulted with the City of Oakland, CEDA regarding the approval process for the BRT design options.
December 1, 2003	Met with City of San Leandro staff to obtain feedback on BRT design options.
December 4, 2003	Consulted with City of Oakland, CEDA staff to obtain feedback on BRT design options.
January 12, 2004	Consulted with City of Oakland, CEDA staff to obtain feedback on BRT design options.
January 13, 2004	Met with the Unity Council regarding outreach to Fruitvale residents and BRT design options in the Fruitvale area.
January 14, 2004	Met with City of Oakland Councilmembers' Chiefs of Staff to obtain feedback on BRT Design Options, Community Outreach.

January 23, 2004	Published Notice of Intent to prepare Environmental Impact Statement in the Federal Register.
January 28, 2004	Met with the Unity Council regarding Fruitvale Outreach.
January 28, 2004	Presented project to Berkeley Planning Commission for their recommendations on BRT design options.
February 3, 2004	Met with Berkeley Mayor Tom Bates and Council Member Kriss Worthington to discuss BRT project.
February 5, 2004	Met with Oakland Planning Commission Chair Clinton Killian to discuss BRT project.
February 9, 2004	Met with the Unity Council to discuss BRT project.
February 11, 2004	Official NEPA Scoping Meeting in at the Fruitvale-San Antonio Senior Center in Oakland.
February 12, 2004	Met with Berkeley Transportation Commission Transit Subcommittee to discuss BRT design options.
February 18, 2004	Presented project to Oakland Planning Commission for their recommendation on BRT design options.
February 19, 2004	Presented project to Berkeley Transportation Commission for their recommendations on BRT design options.
March 4, 2004	Met with City of Berkeley Transportation Planning staff for their feedback on BRT design options.
March 10, 2004	Met with City of Oakland CEDA staff for coordination of Telegraph Avenue Studies.
March 18, 2004	Met with City of Oakland CEDA staff for feedback on BRT design options.
March 23, 2004	Met with City of San Leandro representatives to discuss BRT project.
March 25, 2004	Met with Downtown Berkeley Association to provide overview of BRT project and obtain feedback.
April 14, 2005	Met with Temescal Merchants Association to provide overview of BRT project and obtain feedback.
April 15, 2004	Briefed North Central Oakland Neighborhood Council (NCONC) Beat Neighborhood Crime Prevention Council on BRT project; solicited feedback.
April 27, 2004	Consulted with City of San Leandro Transportation staff regarding Traffic Analysis.
May 5, 2004	Presented project to AC Transit Board for their approval of BRT design options.
June 4, 2004	Consulted with BART Planning staff for their feedback on design options.
June 8, 2004	Met with Transportation and Land Use Coalition (TALC) regarding community input.
August 30-31, 2004	Met with BART Planning staff for feedback on BRT design options.
September 2, 2004	Met with City of Oakland Redevelopment Agency staff for feedback on BRT design options.
September 24, 2004	Met with Temescal Merchants' Association to discuss BRT project impacts and options.
October 6, 2004	Met with Caltrans District 4 staff regarding project coordination.
October 7, 2004	Met with City of Oakland CEDA staff to obtain feedback on BRT design details.
October 14, 2004	Met with City of Berkeley Transportation Planning staff to obtain feedback on BRT design options.

October 18, 2004	Met with Caltrans District 4 staff regarding project coordination.
October 22, 2004	Met with Caltrans District 4 staff regarding traffic forecasting.
November 10, 2004	Met with East Bay BRT TAC to discuss project updates.
December 6, 2004	Met with FTA Region XI staff to provide project updates and conduct ongoing coordination.
December 17, 2004	Met with BART regarding City of Oakland Redevelopment for feedback on design options.
February 3, 2005	Met with Caltrans District 4 staff regarding NEPA/CEQA environmental compliance process.
February 9, 2005	Met with City of Oakland Public Works staff regarding 12th Street Reconstruction.
February 14, 2005	Met with City of Berkeley Transportation Planning staff to discuss parking mitigation and traffic analysis.
February 17, 2005	Held first of three meetings with East Bay BRT TAC to discuss traffic analysis results.
March 11, 2005	Held second of three meetings with the East Bay BRT TAC to discuss traffic analysis results.
June 7, 2005	Held last of three meetings with the East Bay BRT TAC to discuss traffic analysis results.
June 14, 2006	Presented project to Berkeley Design Advocates.
July 27, 2005	Met with Caltrans' District 4 staff to provide project updates and conduct ongoing coordination.
July 28, 2005	Presented project to Alameda County Congestion Management Agency.
August 18, 2005	Met with City of Berkeley Transportation Planning staff to provide project updates and to discuss traffic and parking analysis.
October 25, 2005	Met with City of Berkeley regarding project coordination and Downtown Technical Working Group.
November 2, 2005	Met with ACTIA regarding project coordination.
November 9, 2005	Met with UC Berkeley Transportation Center regarding community input.
December 8, 2006	Met with City of Berkeley regarding project coordination and Downtown Technical Working Group.
February 13, 2006	Met with Downtown Berkeley Association regarding community input.
February 16, 2006	Met with ACTIA Citizens Advisory Committee regarding community input.
February 28, 2006	Met with City of Berkeley Transportation and Land Use Planning staff to discuss traffic assumptions relative to Southside plan development.
March 9, 2006	Met with City of Berkeley regarding project coordination and Downtown BART Station Technical Working Group.
March 29, 2006	Met with Livable Berkeley regarding public input.
March 30, 2006	Met with Metropolitan Transportation Commission regarding Station Area Plans Coordination.
May 5, 2006	Met with City of Berkeley regarding project coordination and Downtown Area Plan Technical Advisory Committee.
May 11, 2006	Met with Willard Neighborhood Association regarding public input.
May 17, 2006	Met with Downtown Berkeley Association regarding public input.

May 17, 2006	Met with City of San Leandro regarding San Leandro transit oriented development plan coordination.
May 24, 2006	Met with ACTIA Citizens Watchdog Committee regarding public input.
June 3, 2006	Met with City of San Leandro regarding transit oriented development plan community input.
June 12, 2006	Completed survey of 60 small businesses ("merchant survey" of BRT and associated land use impacts) in San Antonio and Fruitvale Districts of East Oakland
June 21, 2006	Met with City of Berkeley regarding Berkeley Downtown Area Plan Coordination.
June 21, 2006	Met with City of San Leandro regarding transit oriented development plan coordination.
July 19, 2006	Met with FTA Region XI to provide project updates and conduct ongoing coordination.
July 19, 2006	Met with City of San Leandro regarding transit oriented development plan coordination.
August 14, 2006	Met with BART staff regarding to BART Bayfair station coordination.
August 16, 2006	Met with City of San Leandro regarding transit oriented development plan coordination.
September 8, 2006	Met with City of San Leandro regarding transit oriented development coordination with Developers and public input.
September 30, 2006	Met with City of San Leandro regarding transit oriented development plan coordination.
October 11, 2006	Met with FTA Region IX staff to review project implementation issues, ridership forecasting methodology, and comments on initial draft of the Draft EIS/EIR.
October 17, 2006	Met with City of Berkeley Transportation Planning staff to discuss traffic assumptions relative to Southside plan development.
October 17, 2006	Met with East Bay Bicycle Coalition regarding public input.
October 18, 2006	Met with City of San Leandro regarding transit oriented development plan coordination.
October 19, 2006	Met with Oakland Bicycle and Pedestrian Advisory Committee regarding public input.
November 17, 2006	Met with City of Oakland regarding project coordination.
November 30, 2006	Met with ACTIA regarding project coordination.
December 6, 2006	Met with City of San Leandro regarding transit oriented development plan coordination.
December 15, 2006	Met with City of Oakland regarding project coordination.

7.7 Ongoing Public Involvement

7.7.1 Community Outreach

AC Transit and its partner cities of Berkeley, Oakland, and San Leandro have established an extensive outreach process to seek input regarding the proposed project from the general public. The process

includes telephone and internet hotlines for comments, distribution of a fact sheet, and two newsletters during the preparation of the MIS. The first of these newsletters, distributed in the spring of 2000, discussed service objectives and modal/alignment variations for the project and solicited community input. The second, distributed in the winter of 2001, described in greater detail the three modal options and two alignment variations that had been identified for further study. AC Transit will issue another newsletter/public information brochure in conjunction with the circulation of this draft environmental document. The brochure will be distributed to names on the project mailing list and summarize the primary content of the environmental document.

At each major step in the project development process, public input has been combined with input from the TAC to help guide the PSC in formulating its recommendations and the AC Transit Board of Directors in making their decisions.

7.7.2 Publication of this Environmental Document

Copies of this environmental document will be distributed as indicated in Appendix C, Distribution List. The document has also been made available for review at AC Transit's offices, at Caltrans' District 4 offices in Oakland, and on the AC Transit and Caltrans' websites. This document will circulate for 45 days, during which a public hearing will be held. Notice of the availability of this environmental document and the date, place and time for the public hearing will be provided to the public through print ads and by other means consistent with environmental regulations. All written comments received during the comment period will be responded to in writing, either by modifying the project, modifying or supplementing the analysis presented herein, making factual corrections, or explaining why the comments do not warrant modifications to the document or project.

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