SUBJECT: Consider Setting a Public Hearing to be Held on April 25, 2012 to 1) Consider Certification of the East Bay Bus Rapid Transit Final Environmental Impact Report (FEIR) and 2) Consider adoption of the Locally Preferred Alternative (LPA) From the Two Alternatives Considered in the FEIS/FEIR.

RECOMMENDED ACTION: □ Briefing Item  ☒ Recommended Motion

Set Public Hearing to be Held on April 25, 2012 to 1) Consider Certification of the East Bay Bus Rapid Transit Final Environmental Impact Report (FEIR) and 2) Consider adoption of the Locally Preferred Alternative (LPA) From the Two Alternatives Considered in the FEIS/FEIR.

Budgetary/Fiscal Impact:
None associated with this action

Background/Discussion:
A Draft EIS/R was prepared for the East Bay Bus Rapid Transit Project to assess potential environmental impacts and was made available and circulated for public review and comment, pursuant to the provisions of the California Environmental Quality Act (CEQA). The document was available for public comment for a 90-day public review period from May 4, 2007 to July 3, 2007. AC Transit held four public meetings to receive public testimony of the Draft EIR on June 7, June 12, June 13 and June 14. A brief description of the alternatives analyzed in the DEIS is included in the Executive Summary contained in Attachment A.

The Final EIR responds to the comments and proposes text revisions to the Draft EIR in response to input received on the Draft EIR and through consultation with City of Oakland and San Leandro staff. The Final EIR was available for a 45 day review from February, 3, 2012 to March 19, 2012. Copies of the document were available online at www.actransit.org/planning-focus/east-bay-bus-rapid-transit/ and in public libraries in Oakland and San Leandro. Seven public meetings were held to receive input on the project: February 23rd, 27th and 29th, and March 1st, 5th, 7th and 12th. Copies of the public notices are provided in Attachment B.

Unlike the Draft EIR, comments on the Final EIR do not require individual responses from AC Transit. Written comments will be provided to the AC Transit Board of Directors as well as summary responses as part of the staff report for the project. The FEIS/FEIR contains a full environmental analysis of the effects of BRT, a summary of which is also contained in Attachment A.
The project has positive environmental benefits on transit ridership, automobile Vehicle Miles Traveled (VMT), Greenhouse Gas Emissions (GHG), and in improvements to pedestrian and bicycle facilities. There are two areas of environmental impact: traffic and parking. These two areas constitute the bulk of the analysis in the document. The traffic analysis was conducted for 129 intersections on the BRT route and on other streets related to the corridor improvements. All traffic impacts can be fully mitigated in 2015 for both the LPA and the Downtown Oakland to San Leandro Alternatives (DOSL). All but six intersections can be fully mitigated in 2035 for the LPA and all but one can be fully mitigated for the DOSL.

On-street parking is generally removed where BRT stations are located and intersections where left-turn lanes are provided. Most of the parking loss can be mitigated to maintain a 15% vacancy rate by identifying empty nearby parking on side streets or on contiguous blocks. In three neighborhoods, the removal of on-street parking spaces would cause the vacancy rate to fall below 15%, potentially causing motorists to drive further to find parking. In these neighborhoods replacement parking lots are proposed as mitigation: Elmhurst, Fruitvale and Temescal.

For all other areas (biology, air quality, noise, etc.), there would be small or no environmental impacts.

**Next Steps**
Pending input from the public, staff will be requesting that the Board certify the FEIR and adopt the Mitigation Monitoring and Reporting Program, pursuant to the California Environmental Quality Act, and document the action through the completion of the following:
- Draft EIR (DEIR completed in 2007)
- Draft EIR Comments and Responses (completed in FEIR)
- Final EIR (completed on February 3, 2012)
- Findings of Facts and Statement of Overriding Considerations (to be completed prior to FEIR certification and adopted at time of FEIR certification)
- Mitigation Monitoring and Reporting Program (to be completed prior to FEIR certification and adopted at time of FEIR certification)

Additionally, staff will be requesting that the Board select a final Locally Preferred Alternative (LPA) from the two alternatives that were studied in the FEIR—the full build alternative and the DOSL. This action will be supported by documentation and summary of the outreach efforts since the release of the FEIR/S, along with a description of the evolution of the LPA and recommended selection.

**Public Notice**
Once the board has set the public hearing date, staff will send out notices to every individual or agency that has commented on either the DEIR/S or the FEIR/S. Additionally, the notices will be posted on line—in English, Chinese and Spanish—as well as in English and foreign language newspapers.
GM Memo No. 12-083
Meeting Date: March 28, 2012
Page 3 of 3

**Prior Relevant Board Actions/Policies:**
GM 10-212: Adopt LPA—Resolution 10-049

**Attachments:**
Attachment A: Executive Summary of FEIS
Attachment B: Public Notices—Notice of Availability/public meetings
Attachment C: Public Hearing Notice for April 25, 2012

Approved by: David J. Armijo, General Manager

Prepared by: Tina Spencer, Director of Service Development and Planning
Jim Cunradi, BRT Project Manager

Date Prepared: March 13, 2012
Summary

The Alameda-Contra Costa Transit District (AC Transit) proposes to implement the East Bay Bus Rapid Transit (BRT) Project, a 14.38-mile BRT line connecting Berkeley, Oakland, and San Leandro. The Locally Preferred Alternative (LPA) will include the following features:

- Dedicated median bus lanes for exclusive use by buses and emergency vehicles in most of the corridor. (Segments of the alignment with median bus lanes are referred to as median running transitways).
- Single-platform, center median stations with level boarding in median running transitways.
- Shared right hand bus lanes on some segments that give preference to transit operations but permit right-turns and access to parking. (Segments of the alignment with shared right hand bus lanes are referred to as side running transitways).
- Curbside stations with level or near-level boarding in side-running transitways.
- Stations spaced on average 0.31 miles apart
- Proof of payment ticket validation
- Transit signal priority (TSP), new traffic signals, pedestrian signals, and transit-only signals
- Real-time traveler information
- Substantial shelters that include extended canopies with amenities for the comfort and convenience of passengers
- Lighting
- Security features (e.g., closed circuit television and emergency phones)
- Pedestrian access and safety improvements at stations
- Bus service operating at 5-minute headways during peak and midday periods
- Low-floor, low-emission vehicles
- Bicycles allowed inside of buses

The proposed BRT service will be supported by the existing local bus network; bus routes along the proposed BRT project alignment serve approximately 25,000 riders per day—10 percent of AC Transit's total ridership.

A shorter segment of the LPA is also evaluated, should funding limitations or other conditions not permit implementation of the full LPA. This shorter alternative is referenced as the Downtown Oakland-San Leandro (DOSL) Alternative.

The project location and vicinity are shown in Chapter 1, Figure 1.1-1.
S.1 Purpose and Need

Project Background

Various alternatives considered as part of this project were developed as part of the Alameda-Contra Costa Transit District Major Investment Study (MIS) conducted by AC Transit between 1999 and 2002. The MIS considered three modal alternatives: Light Rail Transit (LRT), BRT, and Enhanced Bus. BRT was chosen as the mode for the Locally Preferred Alternative (LPA), with the understanding that LRT service would be considered the long-term goal in the corridor. The MIS also considered two primary alignment alternatives, as well as alignment variations to serve specific activity centers. The alignment studied in the Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) was identified as the LPA alignment on the basis of several evaluation factors, principally ridership, engineering feasibility, and impacts including additional right-of-way requirements. Further discussion of the vehicle/mode and alignment alternatives and variations considered in developing the strategy for the East Bay BRT Project is in Section 1.2, Summary of MIS Process and Selection of Preferred Mode/Alignment.

Alternatives evaluated in the May 2007 Draft EIS/EIR included:

- No-Build Alternative
- Build Alternative 1 – Separate BRT and Local Service to Bay Fair BART
- Build Alternative 2 – Separate BRT and Local Service to San Leandro BART
- Build Alternative 3 – Combined BRT and Local Service to Bay Fair BART
- Build Alternative 4 – Combined BRT and Local Service to San Leandro BART

After considering all alternatives evaluated in the Draft EIS/EIR, AC Transit determined that improvements would be needed in the corridor to meet the study purpose and need. Of the Build Alternatives studied in the Draft EIS, BRT service from Berkeley to the San Leandro BART station (most closely resembling Draft EIS/EIR Alternative 4), in a combination of mixed-flow and dedicated BRT lanes, was selected as the locally preferred alternative.

To refine the LPA following review of the DEIS/EIR, the cities of Berkeley, Oakland and San Leandro conducted public outreach to develop support for and refine the LPA for inclusion in the Final EIS/EIR. In spring 2010, each city took action to recommend to AC Transit its preferred configuration. Based on the actions of the cities of Oakland and San Leandro, the project would have dedicated bus travel lanes throughout most of Oakland and in north San Leandro, with level station boarding. The Berkeley City Council voted unanimously to support a new alternative with a mix of transit and non-transit elements, called “Alternative B.” Alternative B would involve no dedicated bus lanes on Telegraph Avenue and Shattuck Avenue, with extension of the project beyond University Avenue and Shattuck Avenue. It also called for the conversion of several streets from one-way to two-way operations, requiring installation of up to 10 new traffic signals. The city also recommended that AC Transit evaluate curb extension stations with platforms level with the bus floor and bus queue jump lanes to bypass auto traffic at congested intersections. A description of the provisions of each city’s decision is included in Section 1.2, AC Transit Action and LPA Process.
The AC Transit Board of Directors gave consideration to the recommendations of each city and made their LPA decision for the project on June 23, 2010. The LPA adopted by the AC Transit Board is consistent with the recommended alternatives of each city, with the exception of the City of Berkeley. AC Transit staff recommended against Berkeley’s proposed alternative because the conversion of one-way streets to two-way operations would not be eligible for Small Starts funding; that funding is being sought by AC Transit for BRT implementation. In addition, the Berkeley LPA would not be positive or even neutral to transit operations but rather would be detrimental to transit riders and efficient transit operations. Instead, AC Transit adopted as part of the project’s LPA a limited improvements alternative in Berkeley, which includes the minimum features required to allow consistent, although less optimal, service with the rest of the corridor. The LPA under consideration in this Final EIS/EIR, as adopted by AC Transit, includes limited BRT improvements from Downtown Berkeley to the Berkeley-Oakland border, with more significant improvements such as dedicated BRT lanes and station amenities from Oakland to San Leandro.

The AC Transit Board of Directors at its June 23, 2010 meeting also recommended an additional alternative for study. This decision was made upon consideration of funding, community acceptance, and BRT operational issues associated with a major capital improvements project in the corridor from Downtown Berkeley to San Leandro BART. The Downtown Oakland to San Leandro (DOSL) Alternative was recommended for study in the Final EIS/EIR as a lower cost alternative that could have fewer environmental effects and more reliable operational performance than the LPA. The DOSL Alternative follows the same alignment from Downtown Oakland to San Leandro BART, and has the same features as the LPA in this portion of the LPA’s alignment, including the same changes to the project definition that were adopted in 2010 and 2011. The DOSL Alternative is approximately 9.52 miles in length and includes 32 stations. The DOSL Alternative is discussed in greater detail in Section 2.3.3.

In the latter months of 2010 and during the first half of 2011, consistent with the direction of corridor cities and its Board, AC Transit refined the project definition. Conceptual designs were developed which reflected the proposed changes in BRT features that emerged following public review of the Draft EIS/EIR. Travel demand forecasts, including projected future ridership on the project in 2015 and 2035 were generated, and preliminary analysis of traffic, parking and other environmental effects of the project were completed. Extensive coordination with Caltrans on project features and impacts in the segment of the project within state rights-of-way was undertaken: this included State Route 185 along International Boulevard and E. 14th Street, from 42nd Avenue in East Oakland to Davis Street in Downtown San Leandro, and State Route 61 along Davis Street from E. 14th Street to San Leandro Boulevard in San Leandro. The revised project definition and its environmental consequences were initially detailed in a preliminary environmental document.

In response to preliminary findings for the revised project and additional community input, AC Transit determined to make additional refinements to the project, largely to reduce traffic and parking impacts. Improvements to traffic operations at several major intersections and along several roadway segments were proposed and reviewed with city traffic staff and Caltrans. AC
Transit also made a commitment to procure BRT buses that can load and unload passengers on both sides of the vehicle (dual sided door buses). This allows the construction of a single center platform—rather than two separate platforms—at each BRT stop in median running BRT alignments. The center median station configuration has less displacement of curbside parking along the BRT alignment. This Final EIS/EIR includes design features in the project definition and proposes mitigation measures that have received extensive review by stakeholders and the public from 2007 through 2011.

Given that more than three years have passed since circulation of the Draft EIS/EIR and this Final EIS/EIR, a re-evaluation was prepared in accordance with 23 CFR 771.129 (a). The purpose of the re-evaluation was to determine whether or not a supplement to the Draft EIS/EIR or a new EIS would be needed. That re-evaluation determined that all of the changes to the project definition made between the Draft and the current analysis documented in the Final have been made in response to public and agency concerns. These changes reduce project impacts, and as a result, reduce public controversy.

No major changes have occurred in the project corridor since the Draft EIS/EIR, and no new significant impacts not already disclosed have been identified in the current analysis. Changes in impacts for one area, transportation, are attributed to: 1) a new analysis year (2025 in the Draft v. 2015 and 2035 in the Final) and; 2) an increase in the number of study area intersections based on public and agency requests. The current analysis is fully documented in the Final EIS/EIR and shows no new impacts.

Because there are no new impacts, AC Transit has determined that there is no need to circulate a supplemental DEIS for disclosure of the changed impacts. The Federal Transit Administration concurred with this determination in a letter dated November 28, 2011. The re-evaluation and FTA’s letter are contained in Appendix K.

Project Purpose and Need

Recognizing the importance of the Berkeley/Oakland/San Leandro transit corridor, the East Bay BRT project is designed to:

- Improve transit service and better accommodate high existing bus ridership.
- Increase transit ridership by providing a viable and competitive transit alternative to the private automobile.
- Improve and maintain efficiency of transit service delivery and lower AC Transit’s operating costs per rider.
- Support local and regional planning goals to organize development along transit corridors and around transit stations.

The East Bay BRT project will respond to the following corridor and AC Transit needs:

- Improve transit schedule reliability and reduce transit travel times.
- Improve transit service efficiency by reducing AC Transit’s operating cost per rider.
- Enhance accessibility by public transit to jobs and corridor activity centers by expanding transit capacity and making transit more competitive with the automobile.
- Improve boarding and alighting of buses and make transit more convenient for passengers with disabilities or other mobility restrictions.
- Expand travel options and reduce reliance on automobile travel along the increasingly congested roadways, thereby helping to improve the capacity and efficiency of the local transportation network.
- Support transit-oriented residential and commercial development of the project corridor.
- Better serve low-income and transit-dependent populations.
S.2 Project Alternatives

S.2.1 No-Build Alternative

Consistent with the definition of the No-Build Alternative described in the Draft EIS/EIR, the No-Build Alternative in this Final EIS/EIR includes all transportation improvements that are currently planned and programmed in the project area except for the East Bay BRT Project itself. The currently planned improvements in the project area have been updated to reflect any changes that have occurred in the period between circulation of the Draft EIS/EIR and preparation of this Final EIS/EIR. A complete list of specific projects, plans, and policies included as part of the No-Build Alternative for analysis purposes is provided in Table 2.3-1.

As of spring/summer 2010, AC Transit operated several local and limited stop services within the transportation corridors connecting Downtown Berkeley, Downtown Oakland, and southern San Leandro. From Downtown Berkeley to Downtown Oakland, services operating parallel to and within one mile of the East Bay BRT alignment include Route 51 along College Avenue and Broadway, Route 15 along Martin Luther King Junior Way, and Route 18 along Shattuck Avenue and Martin Luther King Junior Way. From Downtown Oakland to Bay Fair BART the only other service parallel to and within one mile of the East Bay BRT alignment is Route 40/40L operating along Foothill Boulevard and Bancroft Avenue.

These routes carry some of the highest ridership in AC Transit’s service area. Prior to the implementation of Route 1R, Route 82/82L was the primary route between Downtown Oakland and Bay Fair BART along International Boulevard and East 14th Street. This route had greater than 20,000 boardings on an average weekday. To accommodate high demand during peak commute periods, service frequencies were as often as every six minutes; however, service reliability was poor and travel times highly variable due to problems of operating in congested mixed-flow traffic lanes.

To mitigate some of these issues, in June 2007 AC Transit implemented capital and service improvements in the East Bay BRT corridor as part of its Rapid Bus program. The main existing transit services in the corridor are the new Route 1 and Route 1R, shown in Figures 2.3-1a-c. Both of these routes operate primarily along Telegraph Avenue from downtown Berkeley to downtown Oakland; International Boulevard from downtown Oakland to the Oakland/San Leandro border; and East 14th Street from the Oakland/San Leandro border to Bay Fair BART, which essentially follows the same alignment proposed for East Bay BRT.

The Rapid Bus improvements are included in the No-Build Alternative for year 2035 with incremental improvements assumed as the service matures and ridership grows.
S.2.2 Locally Preferred Alternative and DOSL Alternative

S.2.2.1 BRT Alignment and Service Plan

In general from north to south, the LPA begins in downtown Berkeley, proceeds along the south side of the University of California, Berkeley campus to Telegraph Avenue, then along Telegraph Avenue to downtown Oakland, then along International Boulevard to San Leandro. In San Leandro, the alignment runs along East 14th Street to Davis Street, then San Leandro Boulevard to San Leandro BART, on the west edge of downtown, serving the city's planned Transit Oriented Development area. Section 2.3.2.2, Alignment, describes the alignment in greater detail within each corridor city.

Combined BRT and local service is proposed as part of the LPA. This proposes that routes 1 and 1R bus service in the project corridor be eliminated and replaced by BRT operating in the transitway (with the exception of the City of Berkeley). Other local routes will be designated to carry passengers who may be continuing on to Bay Fair BART in San Leandro, which will require a transfer at San Leandro from the BRT bus. To compensate for removal of local bus stops, the combined BRT and local service will space BRT stations closer together to allow and encourage use of BRT for local trips along the corridor. Impacts to the existing bus system are discussed further in Section 3.1.

Weekday BRT service will be provided at five-minute frequencies throughout the day, 10-minute frequencies in the evening, and hourly service from midnight to 5:00 a.m. On weekends, daytime service will be at 15-minute intervals in the northern part of the corridor and 7.5-minute intervals in the southern portion. Weekend evening service will be at 15-minute intervals. Over time, service could become more frequent as demand warrants.

For the DOSL Alternative, the alignment would remain the same as the LPA, but the BRT lane features are different. The DOSL Alternative begins at 20th Street (Uptown station). Under this alternative, there will not be dedicated BRT lanes north of this point. South of this point, the BRT runs in center-running or side-running BRT lanes as described in the LPA.

In order to preserve the reliability of buses operating in the dedicated bus lanes in south Oakland, the bus route will be split at 20th Street. One bus route will operate between downtown Berkeley and downtown Oakland. The other will operate as the DOSL Alternative between downtown Oakland and San Leandro BART. Hours of operation and service frequencies for the DOSL Alternative will be the same as proposed for the LPA in the Downtown Oakland to San Leandro BART segment of the corridor.

This Final EIS/EIR describes the characteristics and potential environmental effects of the LPA and DOSL Alternative.

S.2.2.2 Transitway

The BRT transitway will typically consist of dedicated lanes for transit only. Other traffic with the exception of emergency vehicles will be prohibited from using the transitway. Median
transitways will be 22 to 24 feet in width for two-directional travel and side-running transitways will be 11 to 12 feet in width for single direction travel. Transitways will be separated from mixed-flow traffic lanes by only striping, a rumble strip, or a low a mountable curb. Along several roadways, transit lanes will be established by converting mixed-flow traffic lanes to transit-only lanes. The extent of dedicated BRT lanes in the project corridor is illustrated in Table S.2.1.

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Source: Cambridge Systematics, 2011.
Sections 2.3.2 and 2.3.3 of the Alternative chapter provide detail on BRT alternatives, and Figure 2.3-2 shows the limits of the alignment types.

**S.2.2.3 Stations**

There are 47 stations proposed as part of the LPA, including six stations in Berkeley, 36 stations in Oakland, and five stations in San Leandro. Other than crossing Lake Merritt Dam and I-580, all stations are less than 0.45 miles apart, with 90 percent of stations less than 0.4 miles apart. Average station spacing is 0.31 mile. The DOSL Alternative includes 32 of these stations, from 20th Street south to San Leandro BART.

For passengers, BRT stations in Oakland and San Leandro will be the most recognizable feature of the East Bay BRT Project. Stations in the roadway median will be designed to provide passenger platforms typically 12-feet wide and 60-feet long, raised 13 to 15 inches above the top of the roadway pavement. Stations along the curb will extend approximately six to eight feet from the curb and be raised 13 to 15 inches above pavement at the boarding edge, be integrated into the adjacent sidewalk, and also be 60-feet long. Platforms will be at or slightly lower than the floor level of BRT buses, allowing fast and convenient passenger loading and unloading. Buses will pull into the station for boarding and alighting through either left-side (median stations) or right-side doorways (curbside stations). For median stations, which there are 28, boarding will occur via left-side doorways. The median stations are located in segments where there is a dedicated median transitway. Curbside stations occur where there is no dedicated transitway or in the limited segments with dedicated transitway along the outside travel lanes.

The typical BRT operational configuration is to have only one bus picking up or dropping off passengers at a station at any time. In certain locations, where local buses operating on other routes follow the BRT alignment and also could stop to pick up and drop off passengers, stations will be extended to 120 feet to accommodate two buses simultaneously.

Curbside stations in Berkeley will include ticket vending machines, passenger information, and passenger shelters. BRT stations in Oakland and San Leandro will provide a high level of amenities and provide convenient, safe, and secure areas for system users. All stations will include the following features:

- Raised platforms with lighting.
- Ticket vending machines and ticket validators; a minimum of one at each station platform. Passengers will be able to buy fare cards using cash and credit/debit or smart cards.
- Passenger information kiosks featuring active data displays and ADA-compliant audio capability for announcing information such as actual bus arrival times, and display space for maps, schedules and other passenger information.
- Windscreen and framed canopy shelters with benches for the comfort of waiting passengers. Canopy shelters will be well lit and open to view from the street. Examples of canopy shelters and other station features are shown in Section 4.6, Visual/Aesthetics.
- ADA-compliant routes of access and egress from the street crosswalk or sidewalk.
- Emergency telephones (or intercoms) and security cameras at all stations.
- Tactile warning bands of contrasting color and detectable materials along platform edges. Edges will be raised at least 14 inches above street level. The bands are similar to those incorporated into rail platforms and will be ADA-compliant.
- Protected pedestrian crossings at all designated crossings of the arterials along which BRT service is proposed, including crosswalks providing access to and from BRT stations.

BRT stations in Oakland and San Leandro will be constructed either in the street median or along the outside curb—the latter designated as “curbside” stations. Median stations will serve transitways constructed in the middle of the street and will not be affected by curb and sidewalk activities (e.g., parking maneuvers and pedestrian traffic). It should be noted that all stations in Berkeley will be curbside stations and will include a ticket vending machine and real-time passenger information signs. Berkeley stations will not have raised platforms or any other features discussed in this section.

S.2.2.4 Pedestrian Amenities and Landscape Treatments

The LPA will alter pedestrian environments along the alignment of the BRT transitway. On a general level, the East Bay BRT Project has the potential to improve the overall pedestrian environment. Recommended pedestrian treatments include crosswalks, curb ramps, pedestrian push buttons, curb extensions, and pedestrian refuge islands. For signalized intersections, also included will be accessible pedestrian signals (APS), countdown timers, and signal timing and re-timing. Unsignalized intersections will include in-roadway warning lights and pedestrian crossing signals.

S.2.2.5 Fare Collection

The proposed East Bay BRT fare system will be barrier-free self-service, proof of payment fare collection. All BRT stations will have ticket vending machines so that passengers can pay their fares in advance of the bus arriving, thereby speeding up passenger boarding. Single ride fares will require a receipt validated at the boarding stations showing date and time of initial use. Ticket validating machines will be provided alongside ticket vending machines for this purpose. Under self-service fare collection, passengers can use any door to board buses, which will greatly reduce bus idling time at bus stops during fare collection.

S.2.2.6 ITS Components

The East Bay BRT Project will include technologically advanced passenger information and traffic control features, referred to as ITS. These systems are included with Rapid Bus Route IR under the No-Build Alternative and will be enhanced under the Build Alternatives, where practicable. The two primary ITS elements will include real-time bus arrival information, displayed (and announced) at stations and available on the Internet; and transit signal priority for buses at traffic signals along the alignment with real-time adjustments to maintain even spacing between buses.
S.2.2.7 Low-Floor, Dual-Sided Door Buses

The Draft EIS/EIR assumed that initially, the same or similar buses as those currently deployed by Rapid Bus Route 1R would be used by the East Bay BRT Project. However, the East Bay BRT Project is now defined to include the purchase of new dual-sided door buses, where boarding and alighting can occur on either the left-side or the right-side of the bus. These buses allow for the provision of platforms between the opposing median-running transitway lanes, as opposed to split platforms for each station, located between each transitway lane and the general purpose lanes. A single platform can serve both directions of travel, allowing for a more efficient use of station space. This reduces both project cost as well as parking space displacement.

S.2.2.8 Other Related Improvements

The stakeholder cities of Oakland and San Leandro and the California Department of Transportation (Caltrans) have indicated their desire to identify in the Final EIS/EIR improvements they propose be undertaken separate from, but contingent upon, implementation of the East Bay BRT Project (hereinafter referred to as “Other Related Projects”). These projects are not needed to implement the BRT project, nor do they represent mitigation by AC Transit for any impact of the BRT project. Rather, they are desired improvements that will be developed and paid for by the sponsoring agencies.

The costs of implementing these Other Related Projects are included in the total cost of the East Bay BRT project, whether implemented as the LPA or the DOSL Alternative. They are, however, not part of the Small Starts project for which AC Transit is requesting a Section 5309 grant from the FTA. If funding is available when the Small Starts project is to be constructed, the Other Related Projects may be built at the same time as the BRT project, and if it is efficient to do so, may be completed by the contractor selected by AC Transit to build the BRT project. If constructed by the BRT contractor, the construction documents will clearly separate the Other Related Project activities and costs to meet the requirements of FTA and Small Starts.

The proposed Other Related Projects will be adjacent to or outside of the East Bay BRT construction boundaries. The types of Other Related Projects are listed below and discussed in greater detail in Section 2.3.4, Other Related Improvements:

- **Additional roadway repaving** - Mixed-flow traffic lanes adjacent to the BRT transitway and between stations, where in poor or substandard condition, have been proposed for repaving when BRT construction is underway.
- **Bulbouts and Extra Streetscape Features at Pedestrian Crossings** - Improved, restriped crosswalks and pedestrian crossing protection to access BRT stations are part of the base project; however, local cities have proposed to include curb bulbouts at intersections and streetscape treatments (e.g., highly distinguished pathways) at selected locations.
• **Pedestrian “Safe Crossing” Refuge Islands** - As part of a complete streets design for BRT arterials, cities have proposed adding raised (i.e., curb separated) islands between the traffic and BRT lanes where the roadway cross section permits.

• **Additional Sidewalk and Streetscape Improvements** - Outside of median landscaping adjacent to the transitway and station/crosswalk improvements, additional landscaping and sidewalk improvements are proposed by cities to be made in conjunction with BRT construction.

• **Utility Upgrades** - Improvements beyond the limits of the transitway and stations or upgrading size and/or capacity of utilities.

• **Additional Parking Facilities** – The project will include replacement parking where BRT facilities remove curb spaces along the project alignment and the mitigation threshold is triggered, however; additional parking capacity could be provided to address neighborhood concerns about changes in site access and circulation.

**S.2.2.9 Changes Between Draft EIS/EIR and Final EIS/EIR**

**No Build Alternative**

Since the publication of the Draft EIS/EIR, AC Transit has implemented Rapid Bus enhancements along the proposed BRT corridor. These enhancements include low-floor buses, widened stop spacing, shelters installed at selected bus stops, limited ITS elements consisting primarily of transit signal priority, and real time bus arrival information. This new Rapid Bus route is designated as Route 1R. Existing local service through the corridor is Route 1.

The No-Build Alternative also includes several plans, policies and project that have been programmed or adopted since the Draft EIS/EIR was published, as summarized in Table 2.3-1 of the Final EIS/EIR.

**Locally Preferred Alternative (LPA)**

The LPA most closely follows Draft EIS/EIR Alternative 4 – Combined BRT and Local Service to San Leandro BART. A general comparison of the changes between Draft EIS/EIR Alternative 4 and the LPA are summarized in Table S.2-2. The most notable changes relate to station locations, inclusion of dual-sided door buses and the selection of no dedicated lanes in the City of Berkeley.
<table>
<thead>
<tr>
<th>Draft EIS/EIR Alt. 4</th>
<th>Final EIS/EIR LPA</th>
<th>Reason for Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>44 stations</td>
<td>47 stations</td>
<td>Station at Bancroft/Durant at Ellsworth dropped due to low ridership and proximity to other nearby BRT stations. Stations added at Telegraph at 55th, International at 39th, International at 48th. One station at International at 90th replaced by two stations at International at 87th and at 94th.</td>
</tr>
<tr>
<td>Station locations</td>
<td>A number of stations shifted in location (typically one block or less)</td>
<td>Traffic mitigation; accommodation of intersections/turning movements; response to concerns about traffic and pedestrian access revealed through the public outreach process</td>
</tr>
<tr>
<td>Right-side boarding only at all stations</td>
<td>Dual-sided door buses allow for left-side boarding at median stations</td>
<td>Accompanying reduction in parking impact and infrastructure cost due to consolidation of split right-side median stations into dual-direction left-side median stations</td>
</tr>
<tr>
<td>BRT headways 3.6 minutes weekday peak</td>
<td>BRT headways 5.0 minutes weekday peak</td>
<td>Adjusted to match rider demand at peak bus load points along the BRT alignment</td>
</tr>
<tr>
<td>Dedicated lanes in the City of Berkeley</td>
<td>No dedicated lanes in the City of Berkeley</td>
<td>Request of the City of Berkeley</td>
</tr>
<tr>
<td>Center-running couplet on International-East 12th Street</td>
<td>Side running couplet on International-East 12th</td>
<td>Outcome of public outreach process; city policy</td>
</tr>
<tr>
<td>Median bus lanes from Oakland border to Davis in San Leandro</td>
<td>Median bus lanes from Oakland border to Sunnyside Drive in San Leandro, mixed flow from Sunnyside to Davis</td>
<td>Request of the City of San Leandro</td>
</tr>
<tr>
<td>Draft EIS/EIR Alt. 4</td>
<td>Final EIS/EIR LPA</td>
<td>Reason for Change</td>
</tr>
<tr>
<td>----------------------</td>
<td>-------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>Potential alignment to Bay Fair BART considered</td>
<td>Alignment terminates at San Leandro BART</td>
<td>LPA adopted by the City of San Leandro/AC Transit</td>
</tr>
<tr>
<td>Bike lanes by others</td>
<td>Bike lanes now included within project definition</td>
<td>Request per City of Oakland</td>
</tr>
<tr>
<td>Estimated project cost $340 million</td>
<td>Estimated project cost $205.1 million</td>
<td>Reduction of project limits dropping dedicated lanes in Berkeley and downtown San Leandro; reduced level of improvements in Berkeley; reduced level and extent of pavement reconstruction; scaling back the operations control center; refinement of calculations.</td>
</tr>
</tbody>
</table>

*Source: Cambridge Systematics, List of BRT Stations, August 12, 2011*
Cambridge Systematics, Change in Project Definition from DEIS/Small Starts
S.3  Transportation Impacts

S.3.1 Changes to Corridor Transit Services with Proposed Build Alternatives

High weekday peak frequencies of five minutes and base frequencies of five minutes are proposed for BRT service throughout the East Bay Corridor in 2015. Five-minute peak headways are necessary to accommodate estimated peak-hour, peak direction demand at the maximum load points along the alignment. In 2035, additional peak period, peak direction bus trips are proposed to supplement the five minute background headways in the maximum load segment between downtown Oakland and East Oakland. These trips, to downtown in the a.m. and from downtown in the p.m. are assumed to begin (a.m.) or end (p.m.) near International Boulevard and Seminary Avenue. The additional peak trips increase the peak vehicle requirement by three buses, from 31 in 2015 to 34 in 2035. Elsewhere in the LPA corridor, service levels in 2035 would be the same as in 2015 although allowed load factors (persons per bus, both seated and standees) would be somewhat higher. Load factor assumptions are the same as for the No-Build Alternative.

The LPA operating plan proposes that weekend/holiday service will also increase relative to combined Route 1R and Route 1 service. A split weekend schedule is proposed to reflect the differing levels of demand in the north and south segments of the corridor (demand tends to be relatively higher on weekends in the south). A split schedule of 7.5 minutes between downtown Oakland and San Leandro BART and 15 minutes between downtown Oakland and downtown Berkeley BART provides for every other bus from San Leandro BART continuing through downtown Oakland to Berkeley and returning on the same route. It also means the every other bus originating at San Leandro BART will terminate in downtown Oakland, and then return on the same route.

Throughout the week, weekdays and weekends, owl service will be provided between San Leandro BART and downtown Berkeley on 60-minute headways. On weekends this results in several fewer trips than operated on Route 1 (which under the Baseline/No-Build incorporates current service on Routes 800 and 801) but is adequate to meet demand. This is the only instance where BRT service levels will be lower than the No-Build.

Overall, higher frequency weekday and weekend service results in an increase in bus hours of approximately 6 percent and total bus miles of 18 percent in 2015 relative to the No-Build Alternative.

S.3.2 Transit Performance

Table S.3-1 summarizes the changes in selected patronage and quality of transit service parameters under the No-Build Alternative and LPA in 2015 and 2035. Table S.3-2 summarizes the changes between the No-Build Alternative and DOSL Alternative in the same timeframes.
Table S.3-1. Average Weekday Transit Patronage: Existing Conditions, 2015 and 2035 No-Build Alternative and 2015 and 2035 LPA

<table>
<thead>
<tr>
<th>Final EIS/EIR Ridership Results</th>
<th>2015 No-Build</th>
<th>2015 LPA</th>
<th>Increase</th>
<th>2035 No-Build</th>
<th>2035 LPA</th>
<th>Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRT Alignment Average Weekday Boardings</td>
<td>24,600</td>
<td>41,700</td>
<td>17,100</td>
<td>34,000</td>
<td>61,800</td>
<td>27,800</td>
</tr>
<tr>
<td>AC Transit Average Weekday Boardings</td>
<td>244,000</td>
<td>251,100</td>
<td>7,100</td>
<td>324,400</td>
<td>338,100</td>
<td>13,700</td>
</tr>
<tr>
<td>BART Average Weekday Boardings</td>
<td>269,600</td>
<td>266,700</td>
<td>-2,900</td>
<td>340,300</td>
<td>337,900</td>
<td>-2,400</td>
</tr>
<tr>
<td>Average Weekday Linked Transit Trips (New Riders)</td>
<td>3,700</td>
<td></td>
<td></td>
<td>9,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes:  
1 BART boardings includes only those riders going to/from/thru Alameda County Stations. The LPA’s net effect on BART ridership will be a relatively small, reflecting less than one percent of future riders.

Source: Cambridge Systematics, October 2010 Travel Forecasts

Implementing the East Bay BRT Project will increase route corridor boardings, AC Transit systemwide boardings, and region wide transit trips as compared to future No-Build conditions for the following reasons:

- Improved transit travel time;
- Improved service frequency;
- Improved reliability; and
- Improved amenities and convenience.

There would be approximately 61,800 average weekday BRT boardings in 2035 under the LPA, an increase of 82 percent over the No-Build Alternative. AC Transit systemwide average weekday boardings will be approximately 338,100, an increase of 4 percent compared to the No-Build. Although a substantial portion of the ridership increase on BRT would be due to riders shifting from other AC routes, approximately 9,000 new riders would use BRT and/or possibly other transit services in 2035. Most of these new users would have formerly traveled by auto.
AC Transit systemwide average weekday boardings will be approximately 249,800 in 2015 and 336,800 in 2035 with implementation of the DOSL Alternative. These totals are slightly less than the total forecast system boardings under the LPA.

S.3.3 Traffic Impacts

Traffic operations impacts resulting in operations below established local standards would occur at 34 of the 129 study intersections in either Year 2015 or Year 2035 with implementation of the LPA. All but one location in Year 2015 could be mitigated through physical and operational improvements to not exceed impact thresholds. In 2035, all but six locations could be mitigated.

For the DOSL Alternative, traffic operations impacts resulting in operations below established local standards would occur at 17 of the 129 study intersections in either Year 2015 or Year 2035. All locations in Year 2015 could be mitigated through physical and operational improvements to not exceed impact thresholds. In 2035, all but one location could be mitigated.

Both the LPA and DOSL Alternative, in various locations, convert two traffic lanes to transit-only lanes, thereby reducing roadway capacity on the BRT alignment and diverting some vehicles to alternate routes, causing of the intersection congestion issues discussed above. The inclination of drivers to avoid these congested intersections may cause turning movements at other intersections, diverting traffic onto local streets. Placement of dedicated transitways may also prohibit left-turns or certain through-movements, forcing U-turns or other turning movements into neighborhoods.

Mitigation for traffic impacts has been closely coordinated with the cities of Berkeley, Oakland, and San Leandro. Some intersections could not be fully mitigated. In year 2035, the 6 impacted intersections that will not be fully mitigated with implementation of the LPA are located in Berkeley (1 intersection) and Oakland (5 intersections). With implementation of the DOSL...
Alternative, the impacted intersection that would not be fully mitigated is located in the City of Oakland. The cities, in coordination with AC Transit, have come to the conclusion that the level of improvements needed to fully mitigate these intersections for traffic impacts will result in greater impacts to other areas, such as right-of-way and relocation of business and residential structures.

**S.3.4 Pedestrian Impacts**

The LPA and the DOSL Alternative will not adversely impact existing or planned pedestrian facilities and pedestrian movements in the project corridor. In a number of locations the pedestrian environment will improve due to the amenities provided by the East Bay BRT Project at and near stations and due to a reduction in traffic. Lower traffic volumes along BRT arterials are expected to decrease potential auto-pedestrian conflicts. For example, reducing the number of traffic lanes, from two to one lane, in each direction along such arterials as Telegraph Avenue and International Boulevard benefits pedestrians by reducing the “multiple threat” to pedestrians having to cross two mixed-flow traffic lanes in each direction. Drivers’ views of the crosswalk will not be obstructed by an adjacent vehicle.

Physical features of the LPA and DOSL Alternative, such as improved high-visibility pedestrian crossings, signs and median refuge islands along the corridor, will enhance the existing pedestrian environment. (These features are identified in the project concept design presented in Appendix A.) AC Transit will design the East Bay BRT Project, whenever practicable and within the overall funding available, to support the pedestrian-friendly objectives established specifically for this corridor by local cities.

No mitigation of impacts is therefore warranted other than AC Transit will continue to coordinate with local cities on the integration of pedestrian and bike facilities with bus improvements as the project enters the design phase.

**S.3.5 Bicycle Impacts**

Under both the LPA and the DOSL Alternative, conditions for bicyclists will generally be improved, compared to the No-Build condition, in segments where buses operate in dedicated lanes and Class II bike lanes are designated. Class II lanes are proposed to be constructed along with the transit improvements on Telegraph Avenue from the SR 24 crossing to 20th Street/Thomas Berkley Way in Downtown Oakland. They also will be provided on East 12th Street from 3rd Avenue through 14th Avenue, and along International Boulevard from 54th Avenue to 81st Avenue. Additionally, existing bike lanes or sharrows will be preserved on Telegraph Avenue in Berkeley and Oakland and for a portion of East 14th Street in San Leandro.

Elsewhere, sharrow class 2.5 or unstriped class III bike routes are currently designated or are proposed, including along Bancroft Way and portions of Telegraph Avenue in Berkeley and along International Boulevard/East 14th Street from 81st Avenue in Oakland to Euclid Avenue in San Leandro. In these locations, where separation of bicyclists from mixed-flow traffic will not
occur, the environment is less supportive for bicyclists. Constrained traffic under the LPA and DOSL Alternative due to the reduction in traffic lanes potentially creates increased bike-auto conflicts. Off-setting the increase in traffic volumes is the fact traffic will move more slowly than if two traffic lanes were retained and roadway capacity was greater, as under the No-Build Alternative. Also, where autos and bikes must share the traffic lanes, where practicable, lane widths are increased (i.e., widened) to provide additional room for the mixing of these two modes.

Bicyclists will continue to be allowed on buses. The BRT buses will have hooks inside the vehicles where 2 to 4 bicycles can be hung in each bus. Since BRT buses will operate more frequently through the corridor, whether on the alignment for the LPA or the DOSL Alternative, there will be more opportunities for bicyclists to use transit for a portion of their trip. No mitigation of impacts to bicycling from either the LPA or DOSL Alternative is warranted. AC Transit will continue to coordinate with local cities on the integration of bike and bus facilities as the project advances through the design phases.

S.3.6 Parking Impacts

Both the LPA and DOSL Alternative will result in the displacement of on-street parking spaces. Under the LPA, 1,071 curbsides spaces will be displaced. Approximately 50 percent of displaced spaces will be mitigated through parking replacement or metering of currently unrestricted parking along commercial frontages to ensure availability for local business customers. Under the DOSL Alternative, 607 curbside spaces will be displaced, and approximately 37 percent of these spaces will be mitigated.

The deployment of dual sided door buses along the BRT alignment has been integrated into the project. These vehicles have doors for boarding and alighting on both sides and can stop at center median stations where riders use the left side doors. The advantage to parking is that only one platform is required instead of two platforms. In addition, less space is required along the curb to transition into and out of stations.
S.4 Affected Environment, Impacts, and Mitigation Measures

Table S.4-1 summarizes the long-term environmental impacts of the LPA and DOSL Alternative, other than traffic and parking, and identifies the proposed avoidance, minimization and/or mitigation measures for each impact. A detailed description of the impacts and mitigation measures for each impact category is presented in Chapter 4.

<table>
<thead>
<tr>
<th>Impact Category</th>
<th>Impacts of LPA and DOSL Alternative</th>
<th>Proposed Avoidance, Compensation and Minimization Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Long-Term Impacts</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Land Use</td>
<td>Neither LPA nor DOSL Alternative will result in conversion of existing land to transportation uses. Project will support intensified corridor development that is consistent with regional Smart Growth and transit-oriented development policies rather than contribute to land use changes. Land use benefits will tend to focus on the downtown centers where densities are highest and there is the greatest potential for more intensified land use development.</td>
<td>None required.</td>
</tr>
<tr>
<td>Growth Inducement</td>
<td>Both the LPA and DOSL Alternative will support infill growth strategies of corridor cities and will be consistent with regional Smart Growth policies and transit-oriented development objectives that call for the development of higher-density, mixed-use activity nodes around rapid transit stations and along major transit corridors in the region.</td>
<td>None required.</td>
</tr>
<tr>
<td>Agricultural/Farmland Impacts</td>
<td>There are no agricultural lands present in the project corridor and no impacts to agricultural lands.</td>
<td>None required.</td>
</tr>
<tr>
<td>Impact Category</td>
<td>Impacts of LPA and DOSL Alternative</td>
<td>Proposed Avoidance, Compensation and Minimization Measures</td>
</tr>
<tr>
<td>-----------------</td>
<td>------------------------------------</td>
<td>----------------------------------------------------------</td>
</tr>
<tr>
<td>Community Impacts</td>
<td>Both the LPA and DOSL Alternative will result in community cohesion benefits as station areas provide focal points for community activity and development. The project will be constructed on existing roadways; it will not disrupt community cohesion. The LPA and DOSL Alternative will improve access to community facilities, which will benefit corridor communities. No community facilities will be displaced or moved under either alternative. The FTA has determined in consultation with AC Transit that Section 4(f) analysis was not applicable to this project because the adopted design for the project will not use any Section 4(f) properties; therefore, a full Section 4(f) evaluation is not necessary in this Final EIS/EIR. Limited right-of-way impacts may result from traffic and parking mitigation as discussed in Chapter 3. Implementation of the Fruitvale bypass will require right-of-way acquisition totaling 6,090 square feet along Derby Avenue, west of East 12th Street; 10th Street, north of Fruitvale Avenue; and San Leandro Street, between Fruitvale Avenue and 33rd Avenue. There are also three potential off-street parking lots identified in Temescal, Fruitvale, and Elmhurst that may result in right-of-way impacts.</td>
<td>None required. AC Transit has not made a commitment to provide off-street parking, but the intent is to coordinate with the city and local businesses and residents on the parking strategy, including the number and location of spaces to be developed. A final determination on the need for and the type and location of off-street parking will be made following the approval of a project for construction and during detailed design. If warranted, supplemental environmental analysis will be completed at that time to fully assess the effects of off-street parking lot development including right-of-way acquisition. No residential units or businesses will be relocated as a result of the proposed project.</td>
</tr>
<tr>
<td>Impact Category</td>
<td>Impacts of LPA and DOSL Alternative</td>
<td>Proposed Avoidance, Compensation and Minimization Measures</td>
</tr>
<tr>
<td>-----------------</td>
<td>-----------------------------------</td>
<td>----------------------------------------------------------</td>
</tr>
<tr>
<td>Utilities</td>
<td>The LPA or DOSL Alternative will not create new demands on water supply, stormwater, or wastewater infrastructure. Relocation of underground utilities may be required in areas of major improvements (e.g., stations) and where maintenance activities would conflict with BRT operations. Utilities that pose potential conflicts with the BRT project are identified in Table 4.5-1. Relocation of parallel utilities under the BRT transitway is not planned. Temporary utility impacts will occur during construction, as described in Table S.4-2.</td>
<td>During detailed design of the East Bay BRT project, AC Transit will coordinate closely with utility providers to ensure that all existing utilities are identified and to develop utility relocation plans. Initial plans showing utility locations, potential conflicts, and proposed relocations and improvements are being prepared as part of the Final EIS/EIR process, and will be further refined during final design.</td>
</tr>
<tr>
<td>Visual/Aesthetics</td>
<td>The LPA or DOSL Alternative will not result in a substantial change to the visual character of the corridor as a whole. In some areas, particularly Fruitvale and at the San Leandro-Oakland border, some streetscape elements that contribute to the visual character will be removed, which could adversely affect the visual environment of these specific locations.</td>
<td>The project will be designed to replace or add streetscape elements similar to those being removed. The LPA will include the addition of new landscaped median such that the total length of median landscaping will increase by approximately 4,700 feet after all proposed traffic mitigation improvements are incorporated into the project. Station amenities will be designed in coordination with the cities of Berkeley, Oakland, and San Leandro.</td>
</tr>
</tbody>
</table>
### Table S.4-1: Summary of Build Alternatives Long-Term Impacts and Proposed Mitigation Measures

<table>
<thead>
<tr>
<th>Impact Category</th>
<th>Impacts of LPA and DOSL Alternative(^1)</th>
<th>Proposed Avoidance, Compensation and Minimization Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Archaeological Resources</td>
<td>The LPA or DOSL Alternative will be constructed largely on the surface of existing streets and sidewalks and disturbance of existing pavement will not extend below levels previously disturbed; therefore, the potential for impacts to archaeological resources is extremely low.</td>
<td>An archeologist will monitor construction work in sensitive locations identified in the Site Treatment Plan for the Alameda-Contra Costa Transit District’s East Bay Rapid Transit Project in Berkeley, Oakland, and San Leandro. If buried cultural materials are encountered during construction, work will stop and measures will be taken as specified in the plan.</td>
</tr>
</tbody>
</table>

During the Final EIS/EIR process, a revised Area of Potential Effect (APE) was defined to reflect the LPA. An addendum was prepared that updated the analyses undertaken in 2005, and submitted to SHPO in December 2010. A copy of the letter FTA submitted in January of 2011 stating the project will have no adverse impacts to historic properties is included in Appendix G. A copy of the SHPO’s May 17, 2011 letter restating its concurrence with the eligibility and effects determinations, based on the 2010 update, is also provided in Appendix G.

As a result of further changes to the project subsequent to May 2011, additional archaeological evaluations were performed and documented in a second addendum. This addendum was submitted to SHPO in December 2011, and SHPO concurrence with the supplemental findings is anticipated prior to AC Transit and FTA making any final environmental determination on the preferred project for implementation.
<table>
<thead>
<tr>
<th>Impact Category</th>
<th>Impacts of LPA and DOSL Alternative&lt;sup&gt;1&lt;/sup&gt;</th>
<th>Proposed Avoidance, Compensation and Minimization Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Historic Resources</td>
<td>No historic properties will be altered or destroyed for the Build Alternatives. The proposed project will not result in noise or vibration impacts to historic properties. Changes to the setting of eligible historic resources will be in keeping with the dense, urban setting of the area and will not substantially alter features of the properties that render them eligible for listing in the National Register of Historic Places or the California Register of Historic Places. The LPA or DOSL Alternative will be constructed largely on the surface of existing streets and sidewalks and disturbance of existing pavement will not extend below levels previously disturbed; therefore, the potential for impacts to archaeological resources is extremely low. During the Final EIS/EIR process, a revised Area of Potential Effect (APE) was defined to reflect the LPA. An addendum was prepared that updated the analyses undertaken in 2005, and submitted to SHPO in December 2010. A copy of the letter FTA submitted in January of 2011 stating the project will have no adverse impacts to historic properties is included in Appendix G. A copy of the SHPO’s May 17, 2011 letter restating its concurrence with the eligibility and effects determinations, based on the 2010 update, is also provided in Appendix G. As a result of further changes to the project subsequent to May 2011, additional historic architectural evaluations were performed and documented in a second addendum. This addendum was submitted to SHPO in December 2011, and SHPO concurrence with the supplemental findings is anticipated prior to AC Transit and FTA making any final determination on the preferred project for implementation. The FTA has determined in consultation with AC Transit that Section 4(f) analysis was not applicable to this project because the adopted design for the project will not use any Section 4(f) properties; therefore, a Section 4(f) evaluation is not necessary in this Final EIS/EIR.</td>
<td>No mitigation is required for historic structures.</td>
</tr>
<tr>
<td>Impact Category</td>
<td>Impacts of LPA and DOSL Alternative</td>
<td>Proposed Avoidance, Compensation and Minimization Measures</td>
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<tr>
<td>-----------------------</td>
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<td>----------------------------------------------------------</td>
</tr>
<tr>
<td>Floodplain/ Hydrology</td>
<td>The LPA or DOSL Alternative will cross creeks, channels, and canals on existing bridges in areas that are fully developed; therefore, impacts or encroachments on these bodies of water are not anticipated. No encroachments or impacts to the floodplain are anticipated as a result of either alternative.</td>
<td>None required.</td>
</tr>
<tr>
<td>Water Quality/ Stormwater</td>
<td>No special requirements or concerns have been raised by the San Francisco Bay Regional Water Quality Control Board regarding this project. As the LPA or DOSL Alternative will add landscaping and require little or no widening of pavement along the shoulders, there will be no increase in impervious surfaces.</td>
<td>None required; see Construction Impacts for construction-related mitigation measures. Post-construction, stormwater will be collected and conveyed into the existing municipal system. As the Project is advanced into final design, specific BMPs will be identified in the plans developed for the project.</td>
</tr>
<tr>
<td>Geology/Soils/ Seismicity</td>
<td>Although no active faults cross the project corridor, it is located in a seismically active region which has been subjected to several strong earthquakes. In the portions of the study corridor south of Lake Merritt and at International Boulevard at 13th Avenue, there is a high susceptibility to liquefaction. No substantial geologic hazard impacts have been identified which will not be fully addressed by design requirements.</td>
<td>Project will be designed to current seismic and geotechnical design standards. No additional mitigation measures are proposed.</td>
</tr>
<tr>
<td>Impact Category</td>
<td>Impacts of LPA and DOSL Alternative</td>
<td>Proposed Avoidance, Compensation and Minimization Measures</td>
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<tr>
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<td>----------------------------------------------------------</td>
</tr>
<tr>
<td>Hazardous Waste/Materials</td>
<td>A total of 103 potential environmental risk sites were identified in the study corridor, including 30 adjacent to the LPA alignment and an additional 73 within the 1/4-mile study area with respect to the regional groundwater flow direction.</td>
<td>Mitigation measures for potential hazardous waste-related impacts will include:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Preconstruction field surveys of identified environmental risk sites to observe current conditions.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Regulatory file review of environmental risk sites to determine current status of sites and extent of contamination.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Subsurface exploration of segments of the project alignment next to or downgradient from any environmental risk site. (If construction of the project warrants.)</td>
</tr>
<tr>
<td>Air Quality</td>
<td>The LPA will decrease regional emissions because regional VMT will be reduced with project implementation; therefore, under NEPA, the LPA will result in a beneficial impact related to regional operational emissions. The LPA has been determined to generate minimal air quality impacts for CAAA criteria pollutants and has not been linked with any special MSAT concerns. As such, the LPA will not result in any increases in traffic volumes, vehicle mix, basic project location, or any other factor that will cause an increase in MSAT impacts of the LPA from that of the No-Build Alternative. Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly during the next several decades. Complies with federal transportation conformity criteria (40 CFR Part 93).</td>
<td>None required, see Construction Impacts for construction-related mitigation measures.</td>
</tr>
<tr>
<td>Impact Category</td>
<td>Impacts of LPA and DOSL Alternative</td>
<td>Proposed Avoidance, Compensation and Minimization Measures</td>
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<tr>
<td>Noise and Vibration</td>
<td>Generally, the project will reduce noise levels along the alignment because future traffic volumes with the project are lower than future traffic volumes without the project (See Section 3.2, Vehicular Traffic). There are no category 1, 2, or 3 impacts; therefore, no significant impact will occur as a result of the project.</td>
<td>No abatement is proposed.</td>
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<td>The Draft EIS/EIR identified one area along that alignment that will be affected by noise levels at the moderate level. This area was identified as Durant Avenue between Shattuck Avenue and Telegraph Avenue. BRT service in dedicated lanes is no longer part of the LPA in this area; therefore, the impacts no longer apply.</td>
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<td>Because buses have rubber tires and suspension systems that isolate vibrations from the ground, no vibration impact is anticipated.</td>
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<tr>
<td>Energy</td>
<td>Energy consumption under the LPA or DOSL Alternative is comparable to that under the No-Build Alternative.</td>
<td>None required.</td>
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<tr>
<td>Biological Environment</td>
<td>Vicinity of the LPA or DOSL Alternative is fully developed; no sizable natural habitats remain and no wetlands are present within the construction area. The proposed project will be constructed along existing roadways and bridges. Crossings of San Leandro Creek and Estudio Canal will not widen existing structures or pavement.</td>
<td>None required, see Construction Impacts for construction-related mitigation measures.</td>
</tr>
<tr>
<td>Impact Category</td>
<td>Impacts of LPA and DOSL Alternative(^1)</td>
<td>Proposed Avoidance, Compensation and Minimization Measures</td>
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<tr>
<td>Environmental Justice</td>
<td>The 34 traffic intersections with potentially significant impacts in year 2035 are scattered throughout the corridor, in both minority (Fruitvale, Central East Oakland) and non-minority (Berkeley, North Oakland) areas. However, 19 of the 34 intersection impacts do occur on the alignment, which is higher minority concentration. Each of the 19 impacted intersections located on the proposed alignment is located within a minority population of over 50 percent, with only one exception (intersection number 29 in Berkeley). A similar pattern occurs for low-income populations, although not to the extent of the minority populations. This is not unusual given the overall high ethnic and low-income composition of the corridor, however. Minority and low-income populations may be disproportionately affected by traffic impacts. Overall, the proposed project is expected to result in substantial benefits to minority and low-income populations by providing higher quality transit service measured in travel time and service frequency. Service reliability, convenience and safety will improve substantially under the LPA and DOSL Alternative compared to the No-Build condition.</td>
<td>In year 2035, six of the 34 intersections are forecast to have an impact that will not be mitigated to less than significant with implementation of the LPA. With implementation of the DOSL Alternative, one intersection is forecast to have an impact that will not be mitigated to less than significant. The cities, in coordination with AC Transit, have decided that the level of improvements needed to mitigate these intersections to less than significant will result in greater impacts to other areas, such as right-of-way and property impacts. Therefore, these intersections will not be mitigated to less than significant and these other impacts will be avoided. It should be noted that five of these six intersections are located in the northern part of the corridor, which while still within high concentrations of minority populations, has a lower concentration than the San Antonio through Elmhurst subareas, which have the highest percentages of minority and low income populations in the corridor.</td>
</tr>
</tbody>
</table>

\(^1\) Impacts other than traffic and parking

Source: Kimley-Horn, 2011
Table S.4-2 summarizes the temporary, construction phase impacts of the LPA and DOSL Alternative and identifies proposed avoidance, minimization and/or mitigation measures for each impact.

<table>
<thead>
<tr>
<th>Impact Category</th>
<th>Build Alternative Impacts</th>
<th>Proposed Avoidance, Compensation and Minimization Measures</th>
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</thead>
<tbody>
<tr>
<td>Construction Stages, Schedule, and Work Hours</td>
<td>Construction stages will include: utility relocation, removal of existing pavement, BRT transitway construction (pavement, curbs, and medians, where proposed), BRT station construction, replacement of existing curbs and sidewalks (where applicable), and the addition or update of signals, signage, and pavement markings. Major work will be localized to station areas and roadway segments where the full pavement cross section will be reconstructed and should not disrupt any individual area for more than a few weeks at a time. Elsewhere, construction will be confined largely to the area of the median or side-running transitway, with at least one traffic lane open at all times. Several non-contiguous areas could be constructed simultaneously to minimize impacts and shorten the duration of construction. Most work will be accomplished during daylight hours; however, some night work may be necessary to minimize traffic impacts.</td>
<td>All construction will be planned and staged to minimize disruption of traffic and utility service. Specific construction staging will be developed during final design.</td>
</tr>
<tr>
<td>Impact Category</td>
<td>Build Alternative Impacts</td>
<td>Proposed Avoidance, Compensation and Minimization Measures</td>
</tr>
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<tr>
<td>Traffic</td>
<td>Traffic disruption will be due largely to the closure of one lane of traffic in each direction. Sidewalks and bikeways may be temporarily closed during construction of BRT stations and the transitway. Depending upon agreements with local jurisdictions, individual intersections along the BRT alignment could be closed fully or in part for a few weeks.</td>
<td>One lane of vehicular traffic will be maintained in each direction during business hours. Pedestrian access (including wheelchair accessible ramps and temporary sidewalks) will be maintained during construction. Traffic detours will be designated. Bicycle traffic may have to be rerouted to parallel facilities during construction. AC Transit will establish traffic, pedestrian, and bicycle control plans for the construction period. These plans will be approved by local cities. A transportation management plan (TMP) will be developed to provide advance notice of information on construction activities and durations, detours, and access issues during each state of construction.</td>
</tr>
<tr>
<td>Impact Category</td>
<td>Build Alternative Impacts</td>
<td>Proposed Avoidance, Compensation and Minimization Measures</td>
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<tr>
<td>Community Impacts</td>
<td>Project construction will result in short-term impacts to automobile accessibility and on-street parking along the project alignment, which could temporarily affect certain types of business activity in certain locations and the passage of emergency vehicles through the work area.</td>
<td>AC Transit will coordinate with local emergency service providers in developing detour plans. Emergency service providers will be provided with advance notice of road closures and detour routes. Motorized and non-motorized traffic management plans will be prepared by the contractor in conjunction with local municipalities. The plans will demonstrate how safe access is to be provided during business hours. Complete closures of roadways will be the exception, with times and locations to be identified in the traffic management plan and approval of closures required by AC Transit and the appropriate city in which the work is proposed. AC Transit will: * Conduct public outreach in areas of construction to advise individuals and businesses of planned activities. Construction activity schedules will be publicly available and posted on a project status web site maintained by AC Transit. * Establish a database of property owners along the project corridor and of other individuals or agencies expressing interest in notification of construction activity. The database will allow AC Transit to contact property owners directly, by mail, or phone, in advance of construction. * Provide signage in construction zones identifying travel routes and times and specific zones of construction activity. Community facilities and businesses will be provided signs indicating points of access, parking areas as appropriate, and hours of operation.</td>
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<tr>
<td>Impact Category</td>
<td>Build Alternative Impacts</td>
<td>Proposed Avoidance, Compensation and Minimization Measures</td>
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<tr>
<td>Utilities/Service Systems</td>
<td>Existing utilities will be identified and necessary relocations accomplished in advance of construction for each of the proposed station locations. Short-term scheduled and unscheduled interruptions of utility services may occur or unanticipated utilities may be encountered.</td>
<td>AC Transit and its contractors will coordinate closely with utility providers to give advance notice of any required short-term interruptions of service to customers. Contingency plans will be developed in coordination with utility providers to address unanticipated encounters with buried utilities and/or unscheduled interruptions in service.</td>
</tr>
<tr>
<td>Visual/Aesthetics</td>
<td>Construction will take place in the existing roadway in an urbanized area. Transportation improvements such as the proposed BRT project have become an accepted aspect of the urban scene. No substantial adverse impacts are anticipated.</td>
<td>Materials will not be stockpiled on site, and demolition materials will be hauled away. Debris will be cleared daily. Best Management Practices will be implemented to protect mature trees, other vegetation, and the existing streetscape during construction. Best Management Practices will be employed for the protection of mature trees, other vegetation, and the existing streetscape during construction.</td>
</tr>
<tr>
<td>Cultural Resources</td>
<td>The East Bay BRT Project will be constructed largely within the surface of existing streets and sidewalks. There is little potential to disturb subsurface areas not previously disturbed for construction of the original street or utilities. No historic resources will be affected during construction.</td>
<td>During construction, an archeologist will monitor work in sensitive locations identified in the Site Treatment Plan. If buried cultural materials are encountered during construction, work will stop until a qualified archaeologist could evaluate the find. If applicable, AC Transit and FTA will comply with 36 CFR 800.13 regarding late discoveries.</td>
</tr>
<tr>
<td>Section 4(f)</td>
<td>Project construction will not adversely affect any known section 4(f) resources.</td>
<td>None required other than monitoring in sensitive locations, as proposed above.</td>
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<tr>
<td>Impact Category</td>
<td>Build Alternative Impacts</td>
<td>Proposed Avoidance, Compensation and Minimization Measures</td>
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<tr>
<td>Hydrology and Water Quality</td>
<td>The Build Alternatives will remove roadway pavement and excavate and grade along the transitway and in station areas. Exposure and loosening of soils and subsurface materials have potential to affect stormwater runoff into storm drains along the BRT alignment.</td>
<td>Best Management Practices will be implemented to prevent dust, debris, and sediment from entering runoff. Drain basins will be equipped with temporary devices to collect any sediment and debris that does enter runoff during construction. AC Transit will require the contractor to develop and implement a Storm Water Pollution Prevention Plan, Erosion and Sediment Control Plan, and a Spill Prevention, Contaminant and Clean-up Plan (SPCCP). The SPCCP will address containment of fuels, oils, lubricants and other construction materials that could enter runoff.</td>
</tr>
<tr>
<td>Hazardous Waste/Materials</td>
<td>Construction activities in a densely developed urban area have potential to affect workers and surrounding residents, business owners, employees, and others as well as resources if hazardous materials used in construction are released to the surrounding environment.</td>
<td>AC Transit will require the contractor to develop and implement a Worker Health and Safety Plan (WH&amp;SP) to address the handling and storage of hazardous construction materials. A plan that effectively protects those in closest proximity to the source of contaminants would protect corridor residents and others.</td>
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<tr>
<td>Impact Category</td>
<td>Build Alternative Impacts</td>
<td>Proposed Avoidance, Compensation and Minimization Measures</td>
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</table>
| Air Quality     | Construction of the proposed project (LPA or DOSL Alternatives) has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the proposed project site. Construction activity will generate regional emissions, toxic air contaminant (TAC) emissions, and odors. It also will increase localized pollutant concentrations near construction. Construction emissions will be temporary, and not result in any long-term impacts. Therefore, under NEPA, the proposed project will not result in an adverse impact. | Basic Construction Mitigation Measures:  
- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, unpaved access roads) shall be watered twice daily.  
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.  
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.  
- All vehicle speeds on unpaved roads shall be limited to 15 mph.  
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.  
- Idling times shall be minimized either by shutting equipment off when not in use or reducing maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2465 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.  
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.  
- Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours.  
- The Air District’s phone number also shall be visible to ensure compliance with applicable regulations. |
<table>
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<tr>
<th>Impact Category</th>
<th>Build Alternative Impacts</th>
<th>Proposed Avoidance, Compensation and Minimization Measures</th>
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<tbody>
<tr>
<td>Noise and Vibration</td>
<td>Noise impacts are anticipated at any residential location within 25 to 90 feet of construction activities, depending on the construction phase. Night time construction may be necessary. Vibration impacts will need to be mitigated if construction equipment operates in close proximity to wood-framed buildings along the project alignment (close proximity is defined by the vibration impact distances for construction equipment discussed in Section 4.13).</td>
<td>Contractor will:</td>
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<td>• Conduct noise and vibration testing and monitor and inspect equipment to ensure that they meet noise standards;</td>
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<td>• Place temporary noise barriers for asphalt cutting and other noisy activities;</td>
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<td>• Turn off idling equipment;</td>
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<td></td>
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<td>• Choose haul routes and conduct loading and unloading operations to minimize noise in residential and other sensitive areas;</td>
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<td>• Minimize construction activities during nights, weekends, and holiday periods;</td>
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<td>• Adhere to local and FTA noise thresholds and ordinances.</td>
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<tr>
<td>Biological Environment</td>
<td>No construction phase impacts to the biological environment are anticipated as there are few biological resources in the project area. However, measures should be taken to protect existing resources.</td>
<td>Best Management Practices will be followed to avoid effects to surface water. In compliance with the Executive Order on Invasive Species, E.O. 13112, landscaping included in the proposed project will not use species listed as noxious weeds.</td>
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<td>• All potential nest tree removal activities shall be conducted during the nonbreeding season under the supervision of a qualified biologist, if feasible. The size of the nest buffer shall be determined by the biologist in consultation with CDFG and will be based on the nesting species and its sensitivity to disturbance at the nest.</td>
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<td>• Mature trees will not be removed during breeding season.</td>
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<td>Impact Category</td>
<td>Build Alternative Impacts</td>
<td>Proposed Avoidance, Compensation and Minimization Measures</td>
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<tr>
<td>Environmental Justice</td>
<td>Project construction will result in short-term impacts to automobile accessibility and on-street parking along the project alignment, which could temporarily affect certain types of minority business activity in certain locations and the passage of emergency vehicles through the work area.</td>
<td>AC Transit will coordinate with local emergency service providers in developing detour plans. Emergency service providers will be provided with advance notice of road closures and detour routes. Motorized and non-motorized traffic management plans will be prepared by the contractor in conjunction with local municipalities. The plans will demonstrate how safe access is to be provided during business hours. Complete closures of roadways will be the exception, with times and locations to be identified in the traffic management plan and approval of closures required by AC Transit and the appropriate city in which the work is proposed.</td>
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Source: Kimley-Horn, 2011
S.5 Cumulative Impacts

NEPA defines cumulative impact as "the impact...which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions." CEQA defines cumulative impacts as "two or more individual effects which, when considered together are considerable," and suggests that "cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time" (State CEQA Guidelines Section 15355).

The environmental document has evaluated cumulative effects of the East Bay BRT Project and other past, present, and reasonably foreseeable future project in the study area. Because the proposed project will use existing paved street right-of-way, there is no potential for it to contribute to cumulative impacts on land use, neighborhood character or cohesion, or biological and wetlands resources in the general project corridor. Its primary impacts will be to travel demand, including mode choices, parking, and traffic circulation.

S.5.1 Assessment of Cumulative Impacts: Regional Context

Because this document is based on accepted regional land use forecasts for 2035 and assumes transportation improvements programmed within the same time frame, effects evaluated under the Locally Preferred Alternative (LPA) and Downtown Oakland-San Leandro (DOSL) Alternative for the East Bay Bus Rapid Transit (BRT) Project include the cumulative effects of development within the region. Thus, additional analysis of cumulative effects related to specific development and transportation improvement projects within the region is not necessary for impacts such as land use, transportation (including traffic and transit), air quality, and noise.

S.5.2 Assessment of Cumulative Impacts: Local Context

Because the proposed project will use existing paved street right-of-way, there will be no potential for it to contribute to impacts to biological and wetlands resources in the general project corridor. Its primary impacts will be to traffic circulation and parking. Other major projects assumed in the 2035 No-Build Alternative and other related projects described in Section 1.3.1, Related Projects and Planning that might also contribute to these impacts are as follows:

- Telegraph Avenue Streetscape Improvements (LPA; portion between 20th Street and 16th Street also affects DOSL Alternative)
- Telegraph Avenue Bike Lane project (LPA; portion between 20th Street and 16th Street also affects DOSL Alternative)
- Oakland Bicycle Facility Improvements projects (LPA and DOSL Alternative)
- 12th Street Reconstruction Project (LPA and DOSL Alternative)
- Fruitvale Transit Village phase I, completed in 2004 (LPA and DOSL Alternative)
- International Boulevard Streetscape Project in the City of Oakland (LPA and DOSL Alternative)
- East 14th North Area Study (LPA and DOSL Alternative)
- Caldecott Improvement Project (LPA and DOSL Alternative)
Each of the projects identified above was evaluated for the potential to add to impacts of the LPA or DOSL Alternative as described in Chapters 3 and 4. Most of the projects were determined not to contribute substantially to cumulative impacts in any environmental category when combined with the proposed East Bay BRT Project as defined in the Draft EIS/EIR, with the exception of two proposed projects – the East 14th Street North Area Study in San Leandro, and the bicycle lane project along Telegraph Avenue between Aileen Street/State Route 24 and 16th Street in Oakland. Through changes between the Draft EIS/EIR and the LPA and DOSL Alternatives under consideration in this Final EIS/EIR, the potential for cumulative impacts associated with these two projects has been eliminated. Cumulative impacts have been addressed adequately in the impact chapters of this document, based on accepted regional land use forecasts for 2035. No additional cumulative impacts are anticipated to result from implementation of the LPA or DOSL Alternative in conjunction with other proposed local projects as outlined in Section 5.3; therefore, no mitigation is required.
S.6 California Environmental Quality Act Evaluation

The impacts evaluated in Chapters 3 and 4 of this document were also evaluated under California Environmental Quality Act (CEQA) significance criteria defined in Table 6.2-1. The proposed project’s impacts and their level of significance before mitigation with respect to CEQA criteria of significance are presented below. No other impacts of the proposed BRT project rise to the level of significance under CEQA.

6.1.1 Transportation/Traffic Impacts
As shown in Tables 6.3-2 and 6.3-3 in Chapter 6, with existing 2009 plus project conditions the proposed project will create a significant impact at three intersections during the morning peak hour, and nine locations during the afternoon peak hour. Implementation of the mitigation measures identified for each of these locations in Section 3.2.9 will reduce the project’s impacts to a less-than-significant level at all intersections in this scenario.

6.1.2 Hazardous Waste/Materials Impacts
As discussed in Section 4.11, there are 30 potential environmental risk sites along the LPA alignment (25 along the DOSL alignment) and 73 potential environmental risk sites within a 0.25-mile radius of LPA alignment (66 along the DOSL alignment). An impact would occur if construction workers or members of the public were exposed to hazardous materials during excavation, grading, and related construction activities or if the likelihood of hazardous waste migration were increased by construction activities. This impact is considered significant under CEQA. However, implementation of the mitigation measures will reduce this impact to a less-than-significant level.

6.1.3 Construction-Related Impacts – Air Quality
As discussed in Section 4.17.9, construction of the proposed project will result in NOx emissions from construction vehicle exhaust. Quantities will exceed the significance threshold established by the BAAQMD. The proposed project will not result in any other significant construction-related air quality impacts. Implementation of mitigation measures will reduce NOx emissions by 25 percent; however, mitigated emissions will remain above BAAQMD’s significance threshold.

6.1.4 Construction-Related Impacts – Noise and Vibration
As described in Section 4.17.10, the project-related noise emissions will exceed FTA at noise sensitive areas within 100 feet of planned construction activities. Similarly, construction-related vibration will be in excess of FTA significance criteria within 85 feet of planned construction activities. However, implementation of mitigation measures described in this section will reduce impacts for both noise and vibration to a less-than-significant level.
6.1.5 Significant Unavoidable Adverse Environmental Effects

As described in the preceding section, the incorporation of mitigation measures will not reduce construction-related NOx emissions to below the BAAQMD significance threshold. Accordingly, the proposed project will have a significant and unavoidable air quality impact with respect to NOx emissions associated with construction activities.

6.1.6 Conclusion

The DOSL Alternative is expected to have fewer impacts with respect to traffic and transportation. For all other resources examined, The DOSL Alternative will have similar impacts to the LPA.

The DOSL Alternative is also the environmentally superior alternative because it will result in fewer traffic impacts than the LPA. In addition, the DOSL Alternative substantially meets the project objectives; and therefore, is considered feasible.
S.7 Consultation and Coordination

S.7.1 Project Organization and Public Participation

Consultation with the general public and appropriate public agencies began during the Major Investment Study (MIS) for this project, conducted from 1999 to 2002 and continued during preparation of the Draft EIS/EIR and Final EIS/EIR. A particular focus of the public participation process was to inform low income and ethnic minority communities about the project and obtain comment on issues of concern. The East Bay BRT project is aligned through neighborhoods with higher than average concentrations (compared to the AC Transit service area and Alameda County as a whole) of low income, mobility dependent, and minority populations. These populations could substantially benefit from proposed project improvements; however, they could also be affected by long-term project impacts on traffic and parking and short-term construction impacts.

Another focus of outreach was businesses in the corridor. Small businesses especially are subject to the effects of parking displacements and access disruption from construction. Meetings were held with business associations and merchant groups along the corridor. Outreach to communities and businesses are described in Chapter 7, Consultation and Coordination.

Meetings were announced through direct-mail flyers, telephone calls to community organizations, newspaper advertisements and announcements posted in AC Transit buses. A Policy Steering Committee (PSC) and Technical Advisory Committee (TAC) advised the project team on strategic directions and technical issues in project development and environmental review.

The AC Transit Board of Directors adopted the Locally Preferred Alternative (LPA), calling for BRT along an alignment using Telegraph Avenue and International Boulevard/East 14th Street, on August 2, 2001. The LPA was carried forward into the Draft EIS/EIR for further evaluation.

The Draft EIS/EIR documented public outreach meetings beginning in 1999, up to the release of the Draft EIS/EIR in May of 2007. The Final EIS/EIR incorporates this documentation by reference. The documentation of meetings and other coordination activities after circulation of the Draft EIS/EIR, through the Locally Preferred Alternative (LPA) decision-making process and the Final EIS/EIR evaluation process is included within this Final EIS/EIR.

The focus of the outreach activities since the Draft EIS/EIR has been on refinements to the LPA and the local city processes for selection of the LPA. After the Draft EIS/EIR was released in May 2007, several of the committees convened during that process were put on hold. Select committees were reconvened as the focus shifted to the selection of the LPA and preparation of the Final EIS/EIR. The Technical Advisory Committee (TAC) reconvened meetings in August 2008, and met on a monthly basis. The Policy Steering Committee (PSC) reconvened in February 2009 and met on a monthly basis. In addition, sub-TACs consisting of city and AC Transit staff were held to identify local concerns and work toward their resolution.

Outreach in each of the corridor cities also took place as part of the LPA process. Each of the respective cities conducted public outreach to develop support for and finalize the LPA.
fall of 2009 a series of public meetings were held in Berkeley and San Leandro to determine public support for the BRT project in those communities and to seek city council support for the LPA. A similar series of meetings were held in Oakland in the spring of 2010. A summary of these meetings, including a summary of public comments received, is included in Section 7.1.1. These public meetings were followed by the official action by each city in adopting the LPA, and subsequently, the AC Transit Board LPA decision on June 23, 2010.

S.7.2 Agency Consultations
FTA and AC Transit have coordinated with the State Historic Preservation Officer (SHPO) to delineate the Area of Potential Effects (APE) for archaeological and historic resources. A Historic Properties Survey Report (HPSR), a Finding of Effect (FOE), and a Site Treatment Plan to address unanticipated encounters of archaeological resources were prepared.

During the Final EIS/EIR process, a revised Area of Potential Effect (APE) was defined to reflect the LPA. An addendum was prepared that updated the analyses undertaken in 2005, and submitted to SHPO in December 2010. A copy of the letter FTA submitted in January of 2011 stating the project will have no adverse impacts to historic properties is included in Appendix G. A copy of the SHPO’s May 17, 2011 letter restating its concurrence with the eligibility and effects determinations, based on the 2010 update, is also provided in Appendix G.

As a result of further changes to the project subsequent to May 2011, additional historic architectural and archaeological evaluations were performed and documented in a second addendum to the HPSR. This addendum was submitted to SHPO in December 2011 and SHPO concurrence with the supplemental findings is pending.

A full summary of agency coordination activities may be found in Section 7.3 and Section 7.5.

S.7.3 Comments on the Draft EIS/EIR

Following the circulation of the Draft EIS/EIR for public review in May 2007, 234 agencies, individuals, and organizations provided review comments on the draft document. These comments came in various forms including letters, e-mails, web site comments, and testimony at public hearings in Berkeley, Oakland, and San Leandro. Several individuals provided comments in two or more of these forms. Following the review and parsing of the public comments, approximately 1,000 individual comments were identified.

AC Transit performed a detailed analysis of the review comments and developed a coding scheme for organizing the comments. AC Transit’s review of the public comments identified 16 major themes that were present in many of the letters, such as fares, safety and security, traffic, and parking. Responses to these themes comprehensively address multiple comments, with data contained in various documents including the MIS documents, technical studies, and the Draft EIS/EIR. The responses to common comments are cross-referenced in the responses to individual comments, and can be found in Section 7.9, Response to Common Comments.

Volume II provides copies of each letter received on the Draft EIS/EIR and responses to each individual comment. The responses to individual comments do not significantly alter the
proposed project, change the Draft EIS/EIR’s conclusions about the significance of any given impact, or result in a conclusion that significantly more severe environmental impacts will result from the proposed project.
S.8 Financial Analysis

S.8.1 Capital Costs and Funding Options

The construction costs of the LPA project elements are estimated at $205.1 million (year-of-expenditure [YOE] dollars) including $9.6 million in finance charges. Anticipated funding sources are summarized in Table S.8-1 and described in more detail in Section 8.2.2.1, Capital Funding.

<table>
<thead>
<tr>
<th>Sources of Funds</th>
<th>Funding Level</th>
<th>Funding Share</th>
<th>Level of Commitment</th>
<th>Evidence of Commitment</th>
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<tbody>
<tr>
<td>Federal Sources:</td>
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</tr>
<tr>
<td>Section 5309 New Starts</td>
<td>75.0</td>
<td>36.6%</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>FTA Section 5309 Bus</td>
<td>3.1</td>
<td>1.5%</td>
<td>Committed</td>
<td>Grant No. CA-03-0684 and Grant No. CA-04-0023</td>
</tr>
<tr>
<td>Total Federal Funds</td>
<td>$78.1</td>
<td>38.1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nonfederal Sources:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Measure 2</td>
<td>43.4</td>
<td>21.2%</td>
<td>Committed</td>
<td>MTC’s RM2 List of capital projects</td>
</tr>
<tr>
<td>Alameda County Measure B</td>
<td>5.5</td>
<td>2.7%</td>
<td>Committed</td>
<td>ACTC Projects Summary (2008)</td>
</tr>
<tr>
<td>Alameda CTC STIP funds</td>
<td>40.0</td>
<td>19.5%</td>
<td>Committed</td>
<td>ACTC’s Adopted 2008 Countywide Transportation Plan (FY 2009-2035)</td>
</tr>
<tr>
<td>State Infrastructure Bond funds, AB 664 Bridge Tolls, other AC Transit District revenues</td>
<td>4.9</td>
<td>2.4%</td>
<td>Committed</td>
<td></td>
</tr>
<tr>
<td>Other funding sources/bonding</td>
<td>33.2</td>
<td>16.2%</td>
<td>Planned</td>
<td></td>
</tr>
<tr>
<td>Total Nonfederal Funds</td>
<td>$127.0</td>
<td>61.9%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Project Budget</td>
<td>$205.1</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: Total may not add up due to rounding

When the funding plan for an East Bay BRT Project was reviewed post circulation of the Draft EIS/EIR and revised in September 2008 to match the anticipated preferred alternative, $35 million in CMAQ funding was dedicated to the project; however, in an effort to preserve existing services and address budget issues as a result of the national economic recession, AC Transit determined that it was necessary to exchange the CMAQ for operating revenues to balance the agency’s budget. Therefore, those CMAQ funds are no longer available for the East Bay BRT Project, leaving a funding gap of $33.2 million for the LPA project. To address this funding gap for the LPA, AC Transit is actively examining other funding options, as described in Section
8.2.2, Sources of Funding. The DOSL Alternative offers another option to implement BRT if the gap cannot be filled immediately. The Final EIS/EIR has defined and discloses the impacts of this shorter alternative that can be implemented with anticipated funding. BRT improvements could be completed in phases, consistent with funding availability. No funding gap is shown to exist should AC Transit decide to construct the DOSL Alternative rather than LPA. BRT improvements through the full corridor (i.e., north from downtown Oakland) could be completed as funding becomes available.

S.8.2 Operating Costs and Funding Options

BRT farebox revenues are estimated to cover 44 percent of the LPA’s O&M expenses. After accounting for farebox revenues, the required subsidy is estimated at $3.1 million by opening year (2016). Funding source Regional Measure 2 (RM-2) is generated from $1.00 tolls on the state-owned bridges within the San Francisco Bay area to support a variety of transportation investments. RM-2 also provides an annual allocation of $3 million dedicated to bus service in the East Bay BRT Project corridor to cover any O&M subsidy. In addition to the existing O&M revenues, other potential sources to subsidize LPA operations include any operating surplus available to support AC Transit’s annual O&M expenses.

Existing O&M funding sources in addition to farebox revenue for systemwide expenses are summarized in Section 8.2.2.2, O&M Funding.

S.8.3 Analysis of Results

The financial analysis demonstrates that AC Transit has funding commitments for a significant share of the East Bay BRT non-Small Starts funding, and additional farebox revenues and RM-2 funding dedicated to BRT operations can support the future O&M cost increase related to the LPA Small Starts project. AC Transit is considering funding options, including borrowing, to cover 17 percent of the project costs that remain uncommitted, which is reasonable at the current stage of project development. Regional efforts to increase transportation funding are expected to provide an opportunity for additional O&M revenues that will support AC Transit’s systemwide operations.

Alternatively, the DOSL project could be implemented. Additional farebox revenues and RM-2 funding dedicated to BRT operations can support the future O&M costs related to the project. This approach also would help address any potential risks to the LPA funding plan, not already identified. Such risks include:

- **Inflation of Small Starts Project Capital Costs Over Time** – Construction costs for the East Bay BRT Project have been converted into YOE dollars assuming an annual inflation rate of 3.3 percent based on Engineering News-Record’s building cost index (BCI). A higher or lower rate of inflation than that assumed in the East Bay cost estimates would impact the agency’s funding capacity.
- **Construction Cost Schedule** – Delays and the extension of the construction schedule would increase the capital costs of a project.
- **Increases in Project Capital Costs** – Construction costs of the East Bay BRT Project are subject to uncertainty due to a number of factors, such as unforeseen field conditions and variations in unit costs.

- **Ridership and Fare Assumptions** – Fare revenues are a function of ridership and average fare assumptions. Changes to any of these assumptions would affect passenger revenues, impacting both the operating and capital plans.

### 8.4 Other Related Project Improvements

As noted above, the financial analysis was performed for the LPA project, and was conducted in accordance with FTA requirements. Consistent with those requirements, the set of other related project improvements cannot be included within the project and its capital cost that will be paid for in part by FTA Section 5309 Small Starts funds.

As explained in more detail in Section 2.3.4, those other related project improvements are not integral to the East Bay BRT project, but will be developed and paid for by the sponsoring agencies or by AC Transit on their behalf. For the LPA, the estimated cost of those other improvements is $35.4 million. The costs of those improvements to be implemented in conjunction with the DOSL Alternative are estimated at $29.7 million. Again, the ability to implement these other related projects will be contingent upon the identification of sources of additional funds, beyond those already identified for the East Bay BRT project.
S.9 Evaluation of Alternatives

Table S.9-1 presents a qualitative comparison of the LPA and DOSL Alternative based on project features and performance measures that follow from the project Purpose and Need presented in Chapter 1. Chapter 8, Financial Analysis and Alternatives Evaluation, provides additional detail on the comparison of alternatives based on the information included in this environmental document.

Unless noted, comparisons in Table S.9-1 are relative to the No-Build Alternative and assume 2035 conditions. The assessment was conducted for 24 measures, categorized under the four basic purposes established for the East Bay BRT Project and a fifth category covering environmental impacts. Further discussion of these measures, and the comparison of alternatives, is included in Chapter 9.0, Evaluation of Alternatives.

Table S.9-1 Summary of Effects Relative to Project Goals and Objectives

<table>
<thead>
<tr>
<th>Measure</th>
<th>LPA</th>
<th>DOSL Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Improve Transit Service in the Project Corridor</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Express buses per hour (frequency)</td>
<td>++</td>
<td>++</td>
</tr>
<tr>
<td><strong>Capacity</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Bus seat-miles operated</td>
<td>+++</td>
<td>++</td>
</tr>
<tr>
<td>- Roadway auto capacity</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>- Roadway person-trip capacity</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Speed</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- BRT bus average speed</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>- Auto average speed</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Express bus travel time (Berkeley to San Leandro BART)</td>
<td>++</td>
<td>+</td>
</tr>
<tr>
<td>Express bus boarding time</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Reliability (Berkeley to San Leandro BART)</td>
<td>++</td>
<td>+</td>
</tr>
<tr>
<td>Security, comfort and cleanliness</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td><strong>Improve Transit Ridership by Providing Transit Alternative to Automobile</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Weekday boardings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- New trips and total corridor/system</td>
<td>+++</td>
<td>++</td>
</tr>
<tr>
<td>- Auto vehicle VMT/trips</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td><strong>Improve and Maintain Efficiency of Transit Service Delivery</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capital costs – total</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Net operating costs – total</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Net operating costs – per trip</td>
<td>++</td>
<td>+</td>
</tr>
<tr>
<td>Annualized total cost – per new transit trip</td>
<td>++</td>
<td>+</td>
</tr>
<tr>
<td><strong>Support Local and Regional Planning Goals</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Weekday express buses between key activity centers (trips)</td>
<td>++</td>
<td>+</td>
</tr>
<tr>
<td>Measure</td>
<td>LPA</td>
<td>DOSL Alternative</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>-----</td>
<td>------------------</td>
</tr>
<tr>
<td>Point-to-point peak-period express bus travel time between key activity centers</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Potential for transit-oriented development</td>
<td>++</td>
<td>+</td>
</tr>
<tr>
<td><strong>Environmental Impacts</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking displaced</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Intersection and roadway LOS</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Construction impacts (traffic, utilities)</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Environmental Justice</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>(effect on low-income/minority)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other environmental effects (air quality, hazardous materials, land use)</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
EAST BAY BUS RAPID TRANSIT
NOTICE OF AVAILABILITY OF FINAL ENVIRONMENTAL IMPACT STATEMENT/REPORT AND COMMUNITY MEETINGS

WHY THIS NOTICE? The Alameda-Contra Costa Transit District (AC Transit) proposes to implement the East Bay Bus Rapid Transit (BRT) Project, a 14.38-mile BRT line connecting Berkeley, Oakland, and San Leandro. AC Transit and Federal Transit Administration (FTA) have released a Final Environmental Impact Statement/Report (FEIS/R) on the proposed East Bay BRT for public review and comment. AC Transit is hosting a series of community meetings to provide the public with an opportunity to learn more about the project and comment on the FEIS/R.

The proposed project intends to significantly improve the speed, reliability and quality of public transportation service in the Berkeley-Oakland-San Leandro corridor.

WHAT IS BUS RAPID TRANSIT? Bus Rapid Transit, or BRT, combines the best features of rail with the flexibility and cost advantages of bus transit. BRT features could include the following:

- Dedicated bus lanes
- Transit signal priority
- Service operating at 5-minute intervals during peak and midday periods
- Stations typically spaced 0.2 to 0.4 miles apart
- Stations with level-boarding platforms, shelter, seating, security cameras, and real-time bus arrival information
- Pre-paid ticketing
- Low-floor, multi-door, low-emission vehicles
- Buses with doors on both sides

HOW TO VIEW THE DOCUMENT
The FEIS/R is available for review at the following locations:

WEBSITE
http://www.actransit.org/planning-focus/projects-in-the-works/east-bay-bus-rapid-transit

AC TRANSIT
1600 Franklin Street, Oakland, CA 94612
Call 510-891-7175 for an appointment to review the FEIS/R.

CITY OF OAKLAND
Oakland Library—Main
125 14th Street, Oakland, CA 94612

Oakland Library—81st Avenue Branch
1021 81st Avenue, Oakland, CA 94621

Oakland Library—Asian Branch
388 9th Street, Suite 190, Oakland, CA 94607

Oakland Library—African American Branch
659 14th Avenue, Oakland, CA 94612

Oakland Library—Cesar E. Chavez Branch
3301 East 12th Street, Oakland, CA 94601

Oakland Library—Dimond Branch
3565 Fruitvale Avenue, Oakland, CA 94602

Oakland Library—Elmhurst Branch
1427 88th Avenue, Oakland, CA 94621

Oakland Library—Temescal Branch
5205 Telegraph Avenue
Oakland, CA 94609

Metropolitan Transportation Commission (MTC) Library
101 8th Street, Oakland, CA 94607

City of Oakland
Transportation Services Division
250 Frank Ogawa Plaza, 4th Floor
Oakland, CA 94612

CITY OF BERKELEY
Berkeley Public Library—Main
2090 Kittredge Street
Berkeley, CA 94707

CITY OF SAN LEANDRO
San Leandro City Hall
City Clerk’s Office, 2nd Floor
835 East 14th Street
San Leandro, CA 94577

San Leandro Main Library
300 Estudillo Avenue
San Leandro, CA 94577

You may also request a copy of the FEIS/R by calling 510-891-7175.

For more info on BRT systems, go to www.actransit.org/planning-focus/your-guide-to-bus-rapid-transit.
EAST BAY BUS RAPID TRANSIT
NOTICE OF AVAILABILITY OF FINAL ENVIRONMENTAL IMPACT STATEMENT/REPORT AND COMMUNITY MEETINGS

HOW TO COMMENT
Should you wish to comment on the FEIS/R, please do so no later than 5:00 p.m., March 19, 2012, through any of the means noted below. All comments will be made part of the public record.

PUBLIC MEETINGS
Provide written comment and/or speak with the project team at a public meeting.

MAIL
East Bay BRT Project Office
AC Transit
1600 Franklin Street, 7th Floor
Oakland, CA 94612

EMAIL
planning@actransit.org

COMMUNITY MEETING DATES & LOCATIONS
All meetings will provide the same information and follow the same format and schedule:

- 6:00 p.m. Open House
- 6:30 p.m. Presentations
- 7:00 p.m. Resume Open House
- 8:00 p.m. Adjourn

OAKLAND
Fruitvale-San Antonio Senior Center—Thurs., February 23
3301 E. 12th Street, Suite 201
Oakland, CA 94601

Eastside Arts Alliance—Mon., February 27
2277 International Boulevard
Oakland, CA 94606

Havenscourt Campus—Wed., February 29
1390 66th Avenue, Auditorium
Oakland, CA 94621

Oakland City Hall—Mon., March 5
1 Frank Ogawa Plaza, Hearing Room 3
Oakland, CA 94612

Faith Presbyterian Church—Wed., March 7
430 49th Street
Oakland, CA 94609

Allen Temple Arms—Mon., March 12
8135 International Boulevard, Multipurpose Room
Oakland, CA 94621

SAN LEANDRO
San Leandro City Hall—Thurs., March 1
835 East 14th Street, South Offices Conference Room
San Leandro, CA 94577

ATTEND A PUBLIC MEETING ON EAST BAY BUS RAPID TRANSIT!
AC Transit is hosting a series of meetings for the public to learn more about the East Bay Bus Rapid Transit Project and provide comments on the Final Environmental Impact Statement/Report.

Meetings will include an informational open house and brief overview presentation. Comments may be submitted at any time during the comment period, February 3 to March 19, 2012, including in writing at the community meetings.

Simulation of International Blvd. at 99th Ave

For information on getting to meetings by transit, visit 511.org. All meeting locations are wheelchair accessible. A sign language interpreter will be provided upon request. Spanish, Vietnamese, Korean, Tagalog, Cantonese and Mandarin interpreters can be provided, if needed. For any of the above services, or for the information in this brochure in alternative formats, please call 510-891-7175. A request for interpreters should be submitted at least one week prior to the meetings. Individuals needing telecommunication for the deaf TDD may call 711.

For more information about the East Bay BRT Project or upcoming public meetings, please call Jim Cunradi, AC Transit BRT Project Manager, at 510-891-7175 or visit www.actransit.org/planning-focus/your-guide-to-bus-rapid-transit.
東灣快速公交系統
最後環境影響評估報告提出及社區會議通告

通告緣由
阿拉米達-康曲柯斯達公共交通局
(AC Transit)規劃建造東灣快速公交系統（BRT），路線長度14.38英里，連接Berkeley、Oakland和San Leandro。AC Transit和聯邦公交局(FTA)已對東灣快速公交系統項目發出最後環境影響評估報告(FEIS/R)供公眾瀏覽和檢討。AC Transit將舉辦系列社區會議，提供公眾更了解該項目的資訊及批評的機會。

這個項目之目的是希望大大改進連接柏克萊-里士滿-奧克蘭地區之公共交通系統的速度、質量及可靠性。

快速公交系統 Bus Rapid Transit或簡稱BRT，是結合輕軌電車的優點與巴士的便利性及成本優勢。BRT的特性可以包括下列：

- 專用的巴士路線
- 連接站的優先行駛
- 高峰及午間時間小於5分鐘時段的服務運行
- 0.2至0.4英里區間的車站設置
- 車站設施包括：上下車平底月台、候車亭、座椅、安全攝像、巴士進站時間的及時資訊
- 預付車票
- 低底盤，多門，低耗能車輛
- 雙門巴士(車輛兩側均有門)

如何看書面文件
FEIS/R報告在下列地點可供閱覽：

WEB SITE
http://www.actransit.org/planning-focus/projects-in-the-works/east-bay-bus-rapid-transit

AC TRANSIT
1808 Franklin Street, Oakland, CA 94612
請電洽 510-891-7175 預約閱覽 FEIS/R報告。

CITY OF OAKLAND
Oakland Library–Main
125 14th Street, Oakland, CA 94612

Oakland Library–81st Avenue Branch
1021 81st Avenue, Oakland, CA 94621

Oakland Library–Asian Branch
389 9th Street, Suite 190, Oakland, CA 94607

Oakland Library–African American Branch
659 14th Avenue, Oakland, CA 94612

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1427 88th Avenue, Oakland, CA 94621

Oakland Library–Temescal Branch
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Metropolitan Transportation Commission (MTC) Library
101 8th Street, Oakland, CA 94607

City of Oakland,
Transportation Services Division
280 Frank Ogawa Plaza, 4th Floor
Oakland, CA 94612

CITY OF BERKELEY
Berkeley Public Library–Main
2090 Kittredge Street
Berkeley, CA 94707

CITY OF SAN LEANDRO
San Leandro City Hall
City Clerk’s Office, 2nd Floor
835 East 14th Street
San Leandro, CA 94577

San Leandro Main Library
300 Estudillo Avenue
San Leandro, CA 94577

你也可電洽 510-891-7175，要求一份 FEIS/R複印件。

有關於更多BRT系統資訊，請至網頁：http://www.actransit.org/planning-focus/projects-in-the-works/east-bay-bus-rapid-transit
如果你想对FEIS/R报告提出意见，请参考下文。最迟请在2012年3月19日上午5时前提出。意见可能会成为公开资料的一部分。

公眾會議
在公開聽證會上以書面或口頭向項目小組提出意見

信件
East Bay BRT Project Office
AC Transit
1800 Franklin Street, 7th Floor
Oakland, CA 94612

電郵
planning@actransit.org

社區會議日期及地點
所有會議將提供同樣的資訊，並以同樣的時間進行：
- 6:00 p.m. Open House
- 6:30 p.m. Presentations
- 7:00 p.m. Resume Open House
- 8:00 p.m. Adjourn

OAKLAND
Fruitvale-San Antonio Senior Center—星期四，2月23日
3301 E. 12th Street, Suite 201
Oakland, CA 94601

Eastside Arts Alliance—星期一，2月27日
2277 International Boulevard
Oakland, CA 94606

Havenscourt Campus—星期三，2月29日
1390 66th Avenue, Auditorium
Oakland, CA 94621

Oakland City Hall—星期一，3月5日
1 Frank Ogawa Plaza, Hearing Room 3
Oakland, CA 94612

Faith Presbyterian Church—星期三，3月7日
430 49th Street
Oakland, CA 94609

Allen Temple Arms—星期一，3月12日
8135 International Boulevard, Multipurpose Room
Oakland, CA 94621

SAN LEANDRO
San Leandro City Hall—星期四，3月1日
835 East 14th Street, South Offices Conference Room
San Leandro, CA 94577

參加東灣快速公交系統公眾會議!
AC Transit將舉辦一系列公開會議，供大眾了解更多東灣快速公交系統項目，提供對有關的最後環境影響評估報告的意見。

會議將包括有關資訊的公開展示以及一項扼要的全面說明。在2月3日至3月19日期間，市民的意見將可在此反映期間隨時提出，包括在社區會議中以書面提出。

模擬International Blvd. at 99th Ave

如欲獲得快速公交系統公眾會議的資訊，請瀏覽網站511.org。所有會議場所均設有輪椅進入設施，應參加者需需要將提供手語翻譯人員服務。如有需要亦可提供西語、越南語、韓語、塔加拉族語、廣東話和國語翻譯人員服務。對以上所有服務，或不同型式的本冊資訊如有需要，請電洽詢510-891-7175。如有需要翻譯員服務，請至少在社區會議前一週提出。耳聾人士需用TDD電訊溝通服務者請電711。

如需了解更多東灣快速公交系統項目或即將舉行的公眾會議的資訊，請電洽
Jim Cunradi, AC Transit BRT Project Manager, 電話 510-891-7175 或瀏覽網站
http://www.actransit.org/planning-focus/projects-in-the-works/east-bay-bus-rapid-transit。
공고사항. 

이스트베이 신속버스전용노선(BRT)은 알라메다-콘트라코스타타운은 주요 대중교통구(이하 AC Transit)에 해당하는 버클리, 오컬랜드 그리고 샘레인드로시를 연결하는 14.38마일 구간 이스트베이 BRT 프로젝트를 실시해 나갑니다. AC Transit과 연방교통국(Federal Transit Administration (FTA))은 주민의자문단을 통해 정해진 이스트베이 BRT에 대한 최종환경 영향 평가서(Feasibility Report)를 발표했습니다.

AC Transit은 상정된 구간에 대한 세부내용을 공개하는 지역 퀴어니티 공청회를 아래와 같이 개최합니다.

이번 버클리-오컬랜드-샘레인드로를 잇는 이스트베이 BRT 프로젝트는 대중교통서비스의 질과 각 도시별 접근성, 편리성을 획기적으로 향상 시킬 것으로 예상됩니다.

BRT의 특성은 다음과 같습니다.

- 버스전용 노선
- 교통신호 우선권
- 교통방송시간대는 5분 간격으로 운행
- 승강장간 거리는 0.2마일에서 0.4마일
- 각승강장 승하 승객 플랫폼, 보안카메라, 실시간 버스 도착정보 및 부대시설포함
- 선불티켓구입, 요금조회 시설등 기타시설
- 자바디설계, 복수문, 저비용가스 버스 이용
- 양방향 출입문 설치

열람방법

FEIS/R에 관한 열람은 아래의 장소에서 가능합니다.

웹사이트
http://www.actransit.org/planning-focus/projects-in-the-works/east-bay-bus-rapid-transit

AC TRANSIT
1000 Franklin Street, Oakland, CA 94612
Call 510-891-7175 for an appointment to review the FEIS/R.

오컬랜드지역
Oakland Library – Main
125 14th Street, Oakland, CA 94612

Oakland Library – 81st Avenue Branch
1021 81st Avenue, Oakland, CA 94621

Oakland Library – Asian Branch
3889 9th Street, Suite 190, Oakland, CA 94607

Oakland Library – African American Branch
659 14th Avenue, Oakland, CA 94612

Oakland Library – Cesar E. Chavez Branch
3301 East 12th Street, Oakland, CA 94601

Oakland Library – Dimond Branch
3565 Fruitvale Avenue, Oakland, CA 94602

Oakland Library – Emeryville Branch
1427 B Street, Oakland, CA 94621

Oakland Library – Temescal Branch
5205 Telegraph Avenue
Oakland, CA 94609

Metropolitan Transportation Commission (MTC) Library
1018 6th Street, Oakland, CA 94607

City of Oakland, Transportation Services Division
250 Frank Ogawa Plaza, 4th Floor
Oakland, CA 94612

버클리지역
Berkeley Public Library – Main
2000 Kittredge Street
Berkeley, CA 94707

샌레인드로지역
San Leandro City Hall
City Clerk’s Office, 2nd Floor
835 East 14th Street
San Leandro, CA 94577

San Leandro Main Library
300 Estudillo Avenue
San Leandro, CA 94577

BRT시스템에 관한 세부정보는 http://www.actransit.org/planning-focus/your-guide-to-bus-rapid-trasit에서 확인할 수 있습니다.

LEGEND

Mixed Flow Lanes
Dedicated Bus Lanes

Berkeley

San Leandro

Oakland

Downtown Oakland

Oakland International

Oakland

LEGEND

Mixed Flow Lanes
Dedicated Bus Lanes

Berkeley

San Leandro

Oakland

Downtown Oakland

Oakland International

Oakland


FEIS/R 사본을
 요청하고 싶으신 분은
510-891-7175
로 전화 주십시오.
이스트베이 신속버스전용노선(BRT)
최종 환경영향평가와 커뮤니티 공청회 관련 공고

의견개진 FEIS/R에 관련 의견을 내고 싶으신 분은 2012년 3월 19일 오후 5시까지 아래에 마련된 곳을 통해 해주십시오. 보내주시면 모든 의견은 대중에 공개되어질 것입니다.

공청회
공청회에선 프로젝트팀과의 서면질의/응답이 제공됩니다.

우편
East Bay BRT Project Office
AC Transit
1600 Franklin Street, 7th Floor
Oakland, CA 94612

이메일
planning@actransit.org

일정 및 장소
모든 미팅이 동일한 형식과 일정으로 진행될 예정입니다.

- 오후 6시: 오픈하우스
- 오후 6시 30분: 발표
- 오후 7시: 오픈하우스재개
- 오후 8시: 종료

오클랜드지역
Fruitvale – San Antonio Senior Center–Thurs., February 23
3301 E. 12th Street, Suite 201
Oakland, CA 94601

Eastside Arts Alliance–Mon., February 27
2277 International Boulevard
Oakland, CA 94606

Havenscourt Campus–Wed., February 29
1390 66th Avenue, Auditorium
Oakland, CA 94621

Oakland City Hall–Mon., March 5
1 Frank Ogawa Plaza, Hearing Room 3
Oakland, CA 94612

Faith Presbyterian Church–Wed., March 7
430 49th Street
Oakland, CA 94609

Allen Temple Arms–Mon., March 12
8135 International Boulevard, Multipurpose Room
Oakland, CA 94621

샌리데드로지역
San Leandro City Hall-Thurs., March 1
835 East 14th Street, South Offices Conference Room
San Leandro, CA 94577

의 시뮬레이션 International Blvd. at 99th Ave

보다 많은 정보를 원하시면 저희 웹사이트 511.org를 방문해 주세요. 공청회가 열리는 장소에는 장애인전용시설이 되어 있습니다. 요청이 있을 경우 한국어, 베트남, 스페인어, 중국어 등록을 제공하여 드립니다. 위의 정보의 관련된 자료를 원하시면 510-891-7175로 전화주세요. 등록을 원하시면 미팅 일주일전에 요청하시야 하며 청각장애인들을 위한 등록을 위해서는 711번으로 전화주세요.

이스트베이 BRT 공청회에 참가 하십시오!
AC Transit에서 상정된 본 안에 대한 세부내역을 공개하는 커뮤니티 공청회를 개최합니다.
본 회의에서는 정보제공을 위한 오픈하우스와 개요 발표가 있을 예정입니다. 2012년 2월 3일에서 3월 19일 간에 동일한 날짜를 포함한 어떤 질문도 가능합니다.
¿POR QUÉ
ESTE AVISO?
El Distrito de Tránsito Alameda-Contra Costa (AC Transit) propone la aplicación del Proyecto de Tránsito Rápido de Autobuses de East Bay (BRT, por sus siglas en inglés), una línea BRT de 14.38 millas que conecta a Berkeley, Oakland, y San Leandro. AC Transit y la Administración Federal de Tránsito (FTA, por sus siglas en inglés) ha lanzado una Declaración/Reporte de Impacto Ambiental Final (FEIS/R) sobre el proyecto East Bay BRT para su revisión y comentarios públicos. AC Transit está organizando una serie de reuniones comunitarias para ofrecer al público la oportunidad de aprender más sobre el proyecto y hacer comentarios sobre el FEIS/R.

El proyecto propuesto tiene la intención de mejorar significativamente la velocidad, fiabilidad y calidad del servicio de transporte público en el Berkeley-Oakland-San Leandro.

¿QUÉ ES
TRÁNSITO RÁPIDO DE AUTOBUSES?
Bus Rapid Transit o BRT combina las mejores características de las comunicaciones vía férrea con la flexibilidad y ventajas en el costo de tránsito de autobuses. Las características de BRT podrían incluir lo siguiente:

- Carriles dedicados para autobuses
- Prioridad de señales de tránsito
- Servicio de operación en intervalos de 5 minutos durante las horas pico y periodos de medio día
- Estaciones de autobuses normalmente están 0.2 o 0.4 millas separadas
- Estaciones con plataformas niveladas de embarque, paradas con cobertizo, asientos, cámaras de seguridad, y información de las llegadas-real de autobuses
- Boletos pre-pagados
- Vehículos con piso bajo, multi- puertas, y de baja emisión
- Autobuses con puertos en ambos lados

CÓMO VER EL DOCUMENTO
FEIS/R está disponible para su revisión en los siguientes lugares:

SITIO EN LÍNEA
http://www.actransit.org/planning-focus/projects-in-the-works/east-bay-bus-rapid-transit

AC TRANSIT
1600 Franklin Street, Oakland, CA 94612
Llame al 510-691-7175 para una cita para revisar el FEIS/R.

CIUDAD DE OAKLAND
Biblioteca Principal de Oakland
125 14th Street, Oakland, CA 94612
Biblioteca Oakland–51st Avenue Branch
1021 51st Avenue, Oakland, CA 94621
Biblioteca Oakland–Sucursal Asian
3889th Street, Despacho 190, Oakland, CA 94607
Biblioteca Oakland–Sucursal African American
659 14th Avenue, Oakland, CA 94612
Biblioteca Oakland–Sucursal Cesar E. Chavez
3301 East 12th Street, Oakland, CA 94601
Biblioteca Oakland–Sucursal Dimond
3565 Fruitvale Avenue, Oakland, CA 94602
Biblioteca Oakland–Sucursal Elmhurst
1427 88th Avenue, Oakland, CA 94621
Biblioteca Oakland--Sucursal Temescal
5206 Telegraph Avenue, Oakland, CA 94609
Biblioteca de la Comisión Metropolitana de Transporte (MTC)
101 8th Street, Oakland, CA 94607

CIUDAD DE OAKLAND
División de Servicios de Transporte
250 Frank Ogawa Plaza, 4° Piso
Oakland, CA 94612

CIUDAD DE BERKELEY
Biblioteca Pública Principal Berkeley
2690 Kittridge Street
Berkeley, CA 94707

CIUDAD DE SAN LEANDRO
Ayuntamiento de San Leandro
Oficina del Secretario Municipal, 2° Piso
855 East 14th Street
San Leandro, CA 94577
Biblioteca Principal de San Leandro
300 Estudillo Avenue
San Leandro, CA 94577

Usted también puede solicitar una copia de la FEIS/R llamando al 510-891-7175.

Para más información sobre los sistemas BRT, vaya a:
www.actransit.org/planning-focus/your-guide-to-bus-rapid-transit.
CÓMO HACER UN COMENTARIO

Si desea hacer comentarios sobre el FEIS/R, por favor, hágalo a más tardar a las 5:00 p.m., 19 de marzo de 2012, a través de cualquiera de los medios que se indican a continuación. Todos los comentarios serán parte del registro público.

SESIONES PÚBLICAS

Formular observaciones por escrito y/o hablar con el equipo del proyecto en una reunión pública.

CORREO

East Bay BRT Project Office
AC Transit
1800 Franklin Street, 7th Floor
Oakland, CA 94612

CORREO ELECTRÓNICO

planning@actransit.org

FECHAS Y LUGARES DE LA REUNIONES COMUNITARIAS

Todas las reuniones proporcionarán la misma información y seguirán el mismo formato y horario:

- 6:00 p.m. Sesión Abierta
- 6:30 p.m. Presentaciones
- 7:00 p.m. Resumen de la Sesión Abierta
- 8:00 p.m. Suspensión e la sesión

OAKLAND

Fruitvale-San Antonio Senior Center—Jueves 23 de febrero
3301 E. 12th Street, Despacho 201
Oakland, CA 94601

Eastside Arts Alliance—Lunes 27 de febrero
2777 International Boulevard
Oakland, CA 94606

Havenscourt Campus—Miércoles 29 de febrero
1390 66th Avenue, Auditorio
Oakland, CA 94621

Ayuntamiento de Oakland—Lunes 5 de marzo
1 Frank Ogawa Plaza, Sala de Audiencia 3
Oakland, CA 94612

La de la Iglesia Presbiteriana—Miércoles 7 de marzo
430 49th Street
Oakland, CA 94609

Allen Temple Arms—Lunes 12 de marzo
8135 International Boulevard, Sala de Usos Múltiples
Oakland, CA 94621

SAN LEANDRO

Ayuntamiento de San Leandro—Jueves 1 de marzo
825 East 14th Street, Sala de Conferencias Oficinas del Sur
San Leandro, CA 94577

¡ASISTA A UNA REUNION PUBLICA SOBRE EL TRANSEITO RAPIDO DE AUTOBUSES DE EAST BAY!

AC Transit está organizando una serie de reuniones para que el público conozca más sobre el Proyecto de Tránsito Rápido de East Bay y formule observaciones sobre la Declaración/Reporte de Impacto Ambiental Final.

Las reuniones incluyen una sesión abierta de información y una presentación con descripción breve. Los comentarios pueden enviarse en cualquier momento durante el periodo de comentarios, 3 de febrero a 19 de marzo de 2012, incluso por escrito en las reuniones comunitarias.

Simulación de la International Blvd. en la Avenida 99

Para más información sobre cómo llegar a las reuniones para tránsito, visite 511.org. Todos los lugares de reunión son accesibles para personas minusválidos. Un intérprete de lenguaje de señas será provisto bajo petición. Interpretes de Español, Vietnamita, Coreano, Tagalog, Cantonés y Mandarín pueden ser proporcionados, si fuera necesario. Para cualquiera de los servicios anteriores, o la información en este folleto en otro formato, por favor llame al 510-881-7175. La solicitud de los intérpretes deberá presentarse por lo menos una semana antes de las reuniones. Las personas que necesitan telecommunicaciones para servicios TDD pueden llamar al 711.

Para más información acerca del Proyecto BRT de East Bay o las próximas reuniones públicas, por favor llame a Jim Cunradi, Gerente de Proyecto AC Transit BRT, al 510-891-7175 o visite www.actransit.org/planning-focus/your-guide-to-bus-rapid-transit.
CHUYỂN VĂN Nhanh Băng xe
Buýt ở vùng Vĩnh Phía Đông

Thống báo về sự sẵn có của tổ chức TRINH/BÁO CÁO VỀ ẢNH HƯỞNG MÔI TRƯỜNG VÀ CÁC CUỘC HỘP CÔNG ĐONG

Tại sao có Bàn Thông báo này?


Dự án đề nghị nhằm cải tiến đường kẻ tới đồi, khả năng đường tông cây và chất lượng của dịch vụ vận chuyển công cộng tại hành lang Berkeley-Oakland-San Leandro.

CHUYỂN VĂN Nhanh Băng xe
Buýt LÀ GÌ?

Chuyên Văn Nhanh Băng xe Buýt (Bus Rapid Transit), hoặc BRT, kết hợp các tính năng tốt nhất của tuyến đường ray với sự linh động và các lợi thế về chi phí của việc vận chuyển bằng xe buýt. Các tính năng của BRT bao gồm những điều sau đây:

- Các lần ránh đăng riêng cho xe buýt
- Uu tiên về tính hiệu văn chuyển
- Hoạt động cách khoảng 5-phút mỗi lần vào các giao cào điểm và giữa ngày.
- Các tranh thương cách nhau từ 0.2 tới 0.4 miles
- Các trạm có bể dừng bằng phẳng, nơi trú ẩn, chỗ ngồi, máy quay phòng an ninh, và thông tin trực tiếp về giờ giấc đến nơi của xe buýt
- Vé đã trả tiền trước
- Những chiếc xe sẵn sàng, nhiều cửa, ít phun khói
- Các xe buýt có cửa ra vào cho cả hai bên

CÁCH HƯỚNG DẪN ĐỂ XEM TÀI LIỆU FEIS/R hiện có để xem xét tại các địa điểm sau đây:

TRANG MẠNG
http://www.actransit.org/planning-focus/projects-in-the-works/east-bay-bus-rapid-transit

AC TRANSIT
1600 Franklin Street, Oakland, CA 94612
Gọi số 510-891-7175 để yêu cầu xem FEIS/R.

THÀNH PHỐ OAKLAND
Oakland Library – Main
125 14th Street, Oakland, CA 94612

Oakland Library – 81st Avenue Branch
1021 81st Avenue, Oakland, CA 94621

Oakland Library – Asian Branch
388 9th Street, Suite 190, Oakland, CA 94607

Oakland Library – African American Branch
659 14th Avenue, Oakland, CA 94607

Oakland Library – Cesar E. Chavez Branch
3301 East 12th Street, Oakland, CA 94601

Oakland Library – Dimond Branch
3555 Fruitvale Avenue, Oakland, CA 94602

Oakland Library – Elmhurst Branch
1427 88th Avenue, Oakland, CA 94621

Oakland Library – Temescal Branch
5218 Telegraph Avenue
Oakland, CA 94609

Metropolitan Transportation Commission (MTC) Library
101 8th Street, Oakland, CA 94607

City of Oakland,
Transportation Services Division
250 Frank Ogawa Plaza, 4th Floor
Oakland, CA 94612

THÀNH PHỐ BERKELEY
Berkeley Public Library – Main
2090 Kittredge Street
Berkeley, CA 94707

THÀNH PHỐ SAN LEANDRO
San Leandro City Hall
City Clerk’s Office, 2nd Floor
835 East 14th Street
San Leandro, CA 94577

San Leandro Main Library
300 Estudillo Avenue
San Leandro, CA 94577

LEGEND
- Mixed Flow Lanes
- Dedicated Bus Lanes

Quy vị cũng có thể xin một bản sao của FEIS/R bằng cách gọi số 510-891-7175.

Để biết thêm chi tiết về các hệ thống BRT, hãy đến www.actransit.org/planning-focus/your-guide-to-bus-rapid-transit.
CHUYỂN VAN NANTH BẰNG XE
BUY TỘ VƯNG VĨNH PHIA ĐÔNG
THÔNG BÁO VỀ SỰ SẦN CỘI CỦA TÔ TƯỜNG TRÌNH/BÁO CÁO
VỀ ÁNH HƯỞNG MỞ TRƯỞNG VÀ CÁC CUỘC HỘP CÔNG CỘNG ĐỒNG

CÁCH GÓP Ý
Nếu quý vị muốn góp ý về FEIS/R, xin vui lòng góp ý không trễ hơn 5:00 chiều, ngày 19 Tháng Ba, 2012, que bất cứ (cá nhân thừ) được gửi dưới đây,
Tất cả các góp ý sẽ được lập thành một phần của hồ sơ công cộng.

CÁC BUỔI HỘP CÔNG CỘNG
Cung cấp bến góp ý và/hoặc nói với nhóm dự án tại buổi họp cộng đồng.

GỬI THƯ
East Bay BRT Project Office
AC Transit
1600 Franklin Street, 7th Floor
Oakland, CA 94612

EMAIL
planning@actransit.org

NHỮNG NGÀY VÀ DI ÁN DIỆM HỘP CÔNG CỘNG
Tất cả các buổi họp sẽ cung cấp những thông tin và theo những đăng thư và lịch trình:
- 6:00 chiều Mỗ Cửa Cho Vào
- 6:30 chiều Trình Bày
- 7:00 chiều Mỗ Cửa Lai Cho Vào
- 8:00 tối Tâm Ngừng

ĐẾN DỰ CUỘC HỘP CÔNG CỘNG VỀ VÂN CHUYỂN NANTH BẰNG XE BUY TỘ VƯNG VĨNH PHIA ĐÔNG!
AC Transit hiện đang tổ chức một loạt các buổi họp cho công chúng tìm hiểu thêm về Dự Án Văn Chuyển Nanth Bằng Xe Bùyt ở vùng Vĩnh Phía Đông và cung cấp các góp ý về Bản Tương Trình/Báo Cáo Sau Cừng Về Ánh HƯỞNG Lên Môi Trùng.
Các buổi họp sẽ bao gồm mở cửa cho công chúng xem và trinh bày khóa quyết sáu lưu. Các góp ý có thể được nộp lên vào bất cứ lúc nào trong thời kỳ góp ý, từ Ngày 3 Tháng Hai đến Ngày 19 Tháng Ba, 2012, bao gồm trên văn bản tại các cuộc họp cộng đồng.

OAKLAND
Fruitvale-San Antonio Senior Center-
Thú Nắm, 23 Tháng Hai
3301 E. 12th Street, Suite 201
Oakland, CA 94601

Eastside Arts Alliance-Thu Hai, 27 Tháng Hai
2277 International Boulevard
Oakland, CA 94606

Havencourt Campus-Thú Thu, 29 Tháng Hai
1390 66th Avenue, Auditorium
Oakland, CA 94621

Oakland City Hall-Thú Hai, 5 Tháng Ba
1 Frank Ogawa Plaza, Hearing Room 3
Oakland, CA 94612

Faith Presbyterian Church-Thú Thu, 7 Tháng Ba
430 49th Street
Oakland, CA 94609

Allen Temple Arms-Thú Hai, 12 Tháng Ba
835 International Boulevard, Multipurpose Room
Oakland, CA 94621

SAN LEANDRO
San Leandro City Hall-Thú Nắm, 1 Tháng Ba
835 East 14th Street, South Offices Conference Room
San Leandro, CA 94577

Phòng theo International Blvd. tại 99th Ave.


Để biết thêm chi tiết về BRT Vùng Vĩnh Phia Đông
Dự án hoặc các buổi họp công cộng sắp tới, xin gọi Jim Cunradi,
Quan Lý Dự Án AC Transit BRT, tại số 510-891-7175 hoặc viếng www.
actransit.org/planning-focus/your-guide-to-bus-rapid-transit.
PUBLIC HEARING NOTICE
Alameda-Contra Costa Transit District

East Bay Bus Rapid Transit (BRT) Final Environmental Impact Report

The Alameda-Contra Costa Transit District (AC Transit) Board of Directors will consider certification of the East Bay Bus Rapid Transit Final Environmental Impact Report (FEIR), which was open for public review from February 3, 2012 to March 19, 2012. The FEIR was prepared as part of a joint Final Environmental Impact Statement (FEIS)/FEIR to satisfy both federal National Environmental Policy Act (NEPA) and state California Environmental Quality Act (CEQA) review requirements.

Notice is hereby given that the AC Transit Board of Directors will hold a Public Hearing on **Wednesday, April 25, 2012, at 5:00 p.m.** at the AC Transit General Offices, Second Floor Board Room, 1600 Franklin Street, Oakland, California, to receive public comment on the certification of the FEIR described below under "PROJECT DESCRIPTION".

The East Bay BRT FEIR and appendices are available on AC Transit’s website at [www.actransit.org/planning-focus/east-bay-bus-rapid-transit/](http://www.actransit.org/planning-focus/east-bay-bus-rapid-transit/) and in printed form at the District’s General Offices, located at 1600 Franklin Street, Oakland, California, and at a variety of other locations, including the main libraries in the Cities of Berkeley, Oakland and San Leandro. For information on exact locations where the documents are available in your specific area, please telephone (510) 891-7175 or email planning@actransit.org.

**PROJECT DESCRIPTION:**
Bus Rapid Transit, or BRT, as studied in the Draft EIR (DEIR) and FEIR includes the following elements:
- Dedicated bus lanes that run in the median throughout most of the corridor
- Transit signal priority
- Service operating at 5-minute intervals during peak and midday periods
- Stations typically spaced 0.2 to 0.4 miles apart that have level-boarding platforms, shelter, seating, security cameras and real-time bus arrival information
- Pre-paid ticketing at the stations
- Low-floor, multi-door, low-emission vehicles with doors on both sides of the bus

Two alternatives are described in the FEIR:
- The Proposed Project/Locally Preferred Alternative (LPA) is a 14.4-mile BRT line connecting Berkeley, Oakland, and San Leandro, with termini in downtown Berkeley near the BART station (north end of alignment) and in central San Leandro, at the San Leandro BART station (south end). The Proposed Project is a modified version of one of the alternatives in the DEIR.
- A lower cost alternative to the Proposed Project designated the Downtown Oakland to San Leandro BART Alternative (DOSL), limits BRT improvements to a 9.5-mile segment from the Uptown Transit Center in downtown Oakland to the San Leandro BART station. In this segment, the DOSL includes all of the features of the Proposed Project and has generally the same environmental impacts. However, the DOSL does not have any of the environmental consequences (both benefits and impacts) identified for the Proposed Project in the north portion of the corridor, from Berkeley to downtown Oakland.

The FEIR describes the performance of each alternative with respect to ridership, operations, and other factors in addition to documenting environmental effects. Assuming the Board of Directors certifies the FEIR, it will select either the Proposed Project or alternative evaluated in the FEIR to advance into detailed design and ultimately construction.
ENVIRONMENTAL STATUS:
A DEIR was prepared to assess potential environmental impacts and was made available and circulated for public review and comment, pursuant to the provisions of CEQA. The document was available for public comment for a 60-day public review period from May 4, 2007 to June 21, 2007. AC Transit held four public meetings to receive public testimony on the DEIR on June 7, June 12, June 13 and June 14 of 2007.

The FEIR incorporates new information not included in the DEIR that was developed in response to comments on the DEIR and direction obtained from consultation with the public, local officials, and local/regional/state agencies during the period between release of the DEIR and preparation of the FEIR. The FEIR was available for a 45-day review period from February 3, 2012 to March 19, 2012. Copies of the document were made available on line at www.actransit.org/planning-focus/east-bay-bus-rapid-transit/ and in public libraries in Berkeley, Oakland and San Leandro. Seven public meetings were held to receive input on the project: February 23, 27th and 29th, and March 1st, 5th, 7th and 12th of 2012. Unlike the DEIR, responses to comments on the FEIR are not required. All written comments received will be provided to the AC Transit Board as part of the staff report.

Your Comments Are Invited

Public comment on the FEIR is invited either in writing or at the public hearing scheduled for 5:00 p.m., Wednesday, April 25, 2012, at the AC Transit General Offices, Second Floor Board Room, 1600 Franklin Street, Oakland, California. The public is urged to submit written comments by letter, facsimile, or email, which must be received no later than Monday, April 23, 2012 at 5:00 p.m. in order for the comments to be copied and provided to the Board of Directors for review. Written comments will receive the same attention as verbal comments received at the public hearing. Please address written comments to the AC Transit Board of Directors, 1600 Franklin Street, Oakland, California, 94612; by facsimile at (510) 891-7157; or by email to planning@actransit.org. Comments may also be submitted by voicemail at (510) 891-7201. For the Spanish-language notice, call (510) 891-7291, and for the Chinese-language notice, call (510) 891-7292.

Meeting site is wheelchair accessible.

Upon request, a sign language interpreter will be present at the hearing. Foreign language interpreters can be provided, if needed. Please contact the District Secretary's Office at (510) 891-7201 by Friday, April 20, 2012 at 12:00 p.m., to make arrangements. For TDD for hearing impaired, call 711, California Relay Service, and specify (510) 891-4700.

Transit to the Hearing Site

All AC Transit bus lines serving downtown Oakland stop within walking distance of the public hearing site. For trip-planning, visit www.actransit.org or call 511 (and say, “AC Transit”). The site can also be reached using BART via the 19th St. Oakland station.

Questions?

Please contact: Jim Cunradi, AC Transit BRT Project Manager
510-891-7175
planning@actransit.org
The Alameda-Contra Costa Transit District (AC Transit) Board of Directors will consider certification of the East Bay Bus Rapid Transit Final Environmental Impact Report (FEIR), which was open for public review from February 3, 2012 to March 19, 2012. The FEIR was prepared as part of a joint Final Environmental Impact Statement (FEIS)/FEIR to satisfy both federal National Environmental Policy Act (NEPA) and state California Environmental Quality Act (CEQA) review requirements.

Notice is hereby given that the AC Transit Board of Directors will hold a Public Hearing on Wednesday, April 25, 2012, at 5:00 p.m. at the AC Transit General Offices, Second Floor Board Room, 1600 Franklin Street, Oakland, California, to receive public comment on the certification of the FEIR described below under “PROJECT DESCRIPTION”.

The East Bay BRT FEIR and appendices are available on AC Transit's website at www.actransit.org/planning-focus/east-bay-bus-rapid-transit/ and in printed form at the District's General Offices, located at 1600 Franklin Street, Oakland, California, and at a variety of other locations, including the main libraries in the Cities of Berkeley, Oakland and San Leandro. For information on exact locations where the documents are available in your specific area, please telephone (510) 891-7175 or email planning@actransit.org.

**PROJECT DESCRIPTION:**

Bus Rapid Transit, or BRT, as studied in the Draft EIR (DEIR) and FEIR includes the following elements:

- Dedicated bus lanes that run in the median throughout most of the corridor
- Transit signal priority
- Service operating at 5-minute intervals during peak and midday periods
- Stations typically spaced 0.2 to 0.4 miles apart that have level-boarding platforms, shelter, seating, security cameras and real-time bus arrival information
- Pre-paid ticketing at the stations
- Low-floor, multi-door, low-emission vehicles with doors on both sides of the bus

Two alternatives are described in the FEIR:

- The Proposed Project/Locally Preferred Alternative (LPA) is a 14.4-mile BRT line connecting Berkeley, Oakland, and San Leandro, with termini in downtown Berkeley near the BART station (north end of alignment) and in central San Leandro, at the San Leandro BART station (south end). The Proposed Project is a modified version of one of the alternatives in the DEIR.
- A lower cost alternative to the Proposed Project designated the Downtown Oakland to San Leandro BART Alternative (DOSL), limits BRT improvements to a 9.5-mile segment from the Uptown Transit Center in downtown Oakland to the San Leandro BART station. In this segment, the DOSL includes all of the features of the Proposed Project and has generally the same environmental impacts. However, the DOSL does not have any of the environmental consequences (both benefits and impacts) identified for the Proposed Project in the north portion of the corridor, from Berkeley to downtown Oakland.

The FEIR describes the performance of each alternative with respect to ridership, operations, and other factors in addition to documenting environmental effects. Assuming the Board of Directors certifies the FEIR, it will select either the Proposed Project or alternative evaluated in the FEIR to advance into detailed design and ultimately construction.
ENVIRONMENTAL STATUS:
A DEIR was prepared to assess potential environmental impacts and was made available and circulated for public review and comment, pursuant to the provisions of CEQA. The document was available for public comment for a 60-day public review period from May 4, 2007 to July 3, 2007. AC Transit held four public meetings to receive public testimony on the DEIR on June 7, June 12, June 13 and June 14 of 2007.

The FEIR incorporates new information not included in the DEIR that was developed in response to comments on the DEIR and direction obtained from consultation with the public, local officials, and local/regional/state agencies during the period between release of the DEIR and preparation of the FEIR. The FEIR was available for a 45-day review period from February 3, 2012 to March 19, 2012. Copies of the document were made available on line at www.actransit.org/planning-focus/east-bay-bus-rapid-transit/ and in public libraries in Berkeley, Oakland and San Leandro. Seven public meetings were held to receive input on the project: February 23, 27th and 29th, and March 1st, 5th, 7th and 12th of 2012. Unlike the DEIR, responses to comments on the FEIR are not required. All written comments received will be provided to the AC Transit Board as part of the staff report.

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