

# MEMORANDUM



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**TO: POLICY STEERING COMMITTEE (PSC)**  
**FROM: BRT TEAM**  
**DATE: APRIL 17, 2009**  
**RE: AGENDA ITEM NO. 5 – CLARIFY MEMBERSHIP OF BRT PSC**

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## **DESIRED ACTION**

Clarification of PSC recommendation

## **DISCUSSION**

At the May 15 meeting of the PSC, a recommendation was made to change the composition of the PSC as follows:

1. Add a second Alameda County Supervisor position to the PSC, and make both Supervisor positions ex-officio
2. Add an additional Oakland City Council member and an alternate to the PSC, to ensure that at least two Oakland representatives are present at each PSC meeting

As a result of discussions both internally at AC Transit as well as with city staff, a clarification is sought on the intention of the second motion above. The addition of a third Oakland City Council representative to the PSC will provide that city with three votes on items that come before the committee. If this was the intent of the PSC, it is requested that the committee reaffirm this recommendation at the August 21 meeting.

With respect to the first motion above, the PSC is also requested to reaffirm the recommendation for two ex-officio Alameda County Supervisor representatives to the PSC, particularly in light of the fact that the BRT project under consideration does not extend into unincorporated Alameda County.

As background, Supervisor Miley had been appointed originally because it was believed that some portion of the BRT might extend into unincorporated areas of Alameda County near Bayfair BART. Because that is no longer the case, Mr. Miley felt it was inappropriate for him to make land use recommendations that were not in any part within his jurisdictional authority. Mayor Bates suggested that Supervisor Carson be asked to serve in an ex-officio role along with Supervisor Miley. Mr. Carson also does not have any land use authority over any part of the BRT corridor; further, it would be the role of the President of the Alameda County Board of Supervisors to determine which member(s) to appoint. Again, the PSC is requested to discuss and affirm the recommendation to request a second, ex-officio appointee from the Alameda County Board of Supervisors.

Based on discussion at the August 21 PSC meeting, AC Transit staff will present a revised memo to the AC Transit Board on September 9, clarifying the PSC recommendations relative to committee composition, and presenting any changes to the earlier recommendations.



# CALIFORNIA HYDROGEN HIGHWAY NETWORK

## Emeryville's Proposed AC Transit Hydrogen Station

### Zero Emission Vehicles

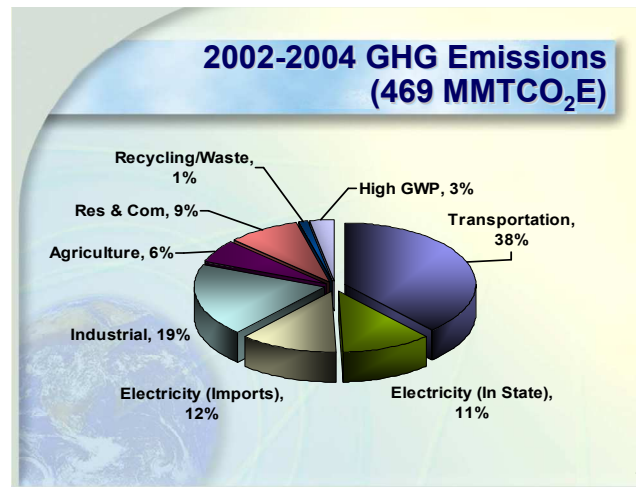
Emeryville is in a unique position to show technological and environmental leadership. The station that AC Transit is preparing to construct will help reduce emissions of criteria pollutants, greenhouse gases and toxics in and around the city. Emeryville will be an example to other cities on how to move forward in integrating zero emission, alternative fueled vehicles into their transit fleets.

### Stabilizing Climate Change Requires Immediate Action

In July 2006, a heat wave resulted in more than 140 deaths in California and more than 16,000 emergency room visits. Tens of thousands of the state's livestock and poultry also died in the heat. Meanwhile, new information from the National Oceanic and Atmospheric Administration says California and the American West are heating faster than any other region of the United States and more than Earth as a whole.

### Emeryville Station Targets Largest GHG Sector

Transportation sources, as a whole contribute the largest percentage of all business sectors. Lowering greenhouse gas levels is critical to California's economic, and environmental well being.

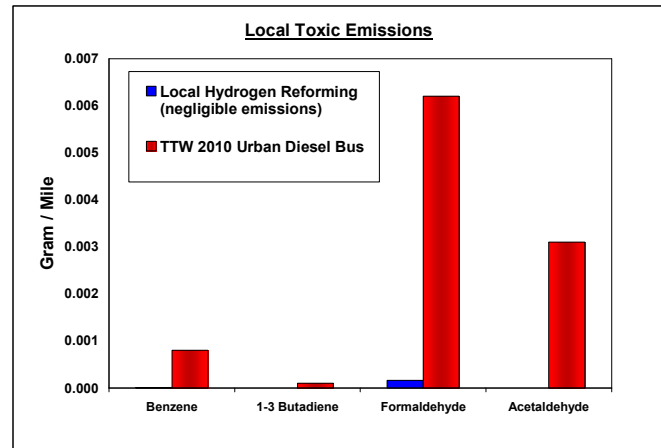
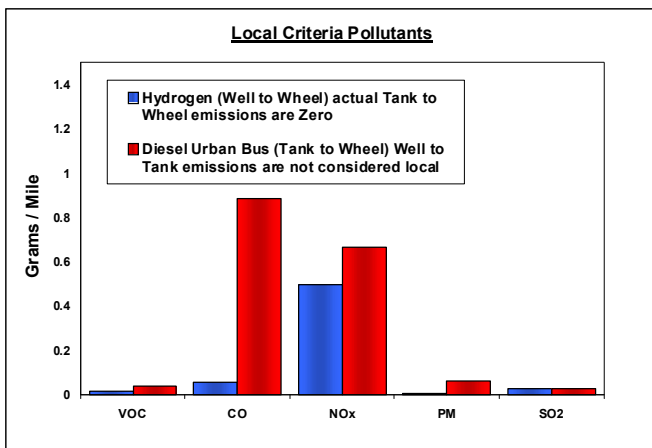
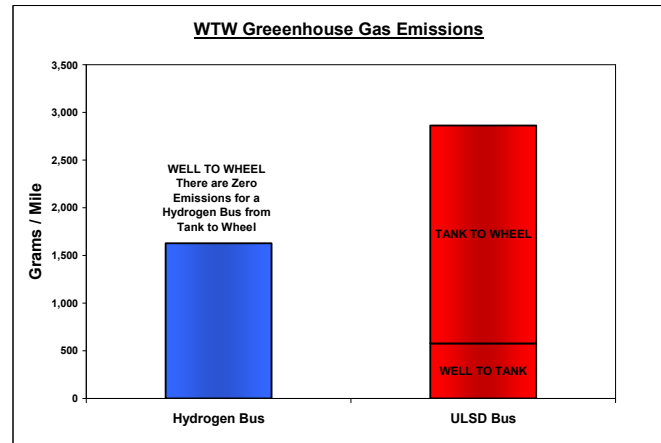
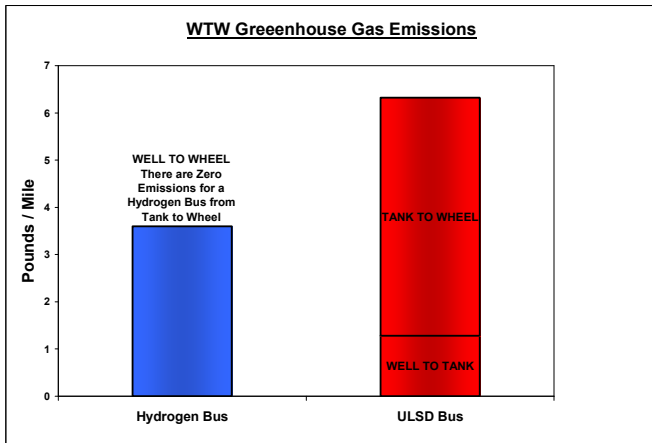


### State Partnering with AC Transit

AC Transit has been awarded \$2.7 million in state funding to install, operate and maintain a California Hydrogen Highway Network station at their Emeryville transit facility. This new station will help highlight numerous state initiatives that will diversify the States transportation fuels, reduce smog levels, toxics and green house gas emissions.

# Emeryville Facility Emission Reductions

The following graphs compare emissions for a urban diesel bus, running on Ultra-Low Sulfur Diesel (ULSD), with a hydrogen fuel cell bus running on hydrogen dispensed from an onsite steam methane reformer with specifications similar to those of the proposed AC Transit station. The GHG emissions are compared for buses running on hydrogen versus average 2010 diesel buses<sup>1</sup>. [These GHG emissions values are consistent with estimates by Schatz Energy Research Center (SERC) at Humboldt State University] The local criteria pollutants graph compares the emissions from onsite reforming to the local use of a 2010 diesel bus<sup>2</sup>. Toxic emissions compare the use of onsite natural gas reforming using renewable power versus heavy duty diesel bus emissions<sup>3</sup>. As can be seen, there are very beneficial reductions of VOCs, CO, NOx, PM and a 43% reduction in total GHGs. In addition, toxic emissions from onsite natural gas reforming are near zero.



## Emeryville Station – Part of a Statewide Effort

The resulting emission reductions by the proposed AC Transit hydrogen station are in line with those called for by: Assembly Bill 32 -(Nunez, Chapter 488, Statues of 2000) the California Global Warming Solutions Act, Assembly Bill 1493 – (Pavley, Chapter 200, Statues of 2002) dealing with more than 23 million passenger cars, SUVs and pickup trucks, Executive Order S-1-07 - the Low Carbon Fuel Standard, and Assembly Bill 1007 -(Pavley, Chapter 371, Statues of 2005) requiring the state to prepare a plan to increase the use of alternative fuels in California. Hydrogen is one such fuel.

<sup>1</sup> Diesel and Hydrogen baseline emissions from ARBs Low Carbon Fuel Standard detailed California modified GREET pathways. Independent SERC review of GHG emissions concludes consistency in expected results.

<sup>2</sup> AB 1007 WTW & TTW report, Hyradix reformer emissions information and ARBs Low Carbon Fuel Standard

<sup>3</sup> AB1007 WTW & TTW report toxic emission factors

# MEMORANDUM



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**TO: POLICY STEERING COMMITTEE**  
**FROM: BRT TEAM**  
**DATE: AUGUST 21, 2009**  
**RE: AGENDA ITEM NO.8 – LOCALLY PREFERRED ALTERNATIVE (LPA)  
ADOPTION AND FINAL ENVIRONMENTAL IMPACT  
STATEMENT/REPORT (FEIS/R) SCHEDULE**

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## **ACTION**

This is a briefing item.

## **DISCUSSION**

At the June 19 meeting of the Policy Steering Committee, staff informed the group that AC Transit was analyzing ways to speed up the environmental schedule. One important objective of an accelerated process is to secure the BRT project in the 2012 President's Budget to Congress. This memo provides information on the following:

1. Accelerated schedule – Attachment 1 provides a depiction of the most recent LPA Adoption Schedule for each of the three cities and AC Transit
2. A summary of the schedule for each of the three cities' Locally Preferred Alternative (LPA) selection process
3. Summary of key dates related to the LPA/FEIS/R schedule

### **Accelerated Schedule**

#### Original Approach

Under the original schedule, the technical analysis and preparation of the FEIS/R would begin only after the cities had officially selected their LPAs (March 2010), which is the conventional method to secure environmental clearance. The work would have been done sequentially. However, this approach has become untenable because it would delay the project at least a full year. This could pose a threat to the federal Small Starts funding (\$75M), the largest single source of funding for the project. Consequently, AC Transit staff has been working with city staffs and the Federal Transit Administration to create a process that would speed approval yet respect city decision-making.

#### Revised Approach

The key change under an accelerated schedule is to conduct the technical work in parallel with the cities' outreach and decision-making. Thus, data collection, analysis and some technical report writing has begun prior to the cities' LPA selection (July 2009). This approach will allow the Administrative Final EIS to be delivered to the Federal Transit Administration in April 2010, with the expectation of a Record of Decision one year from now (August 2010), and included in the 2012 President's Budget to Congress.

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To be useful to the cities and minimize re-doing work, the following steps will be taken:

- Analyze a full range of options and impacts for both a “full build project” (currently, the Small Starts definition) as well as a no-build option, and design alternatives (if necessary) for locations where agreement has not been reached.
- Focus on the city-adopted LPAs. AC Transit would seek a Record of Decision on the project put forward by the cities.

## **Schedule Summary**

### August and September 2009

The main tasks for all City staff are: 1) developing recommendations for controversial issues; 2) refining the project definition; and 3) preparing for public outreach. Public comment will be solicited by each city on a candidate LPA for analysis in the FEIS. Caltrans' work is related to review and consultation on the Project Report/Project Study Report (PR/PSR). Below are some specific tasks in progress during this two-month period:

#### Berkeley

- Release of “BRT for Berkeley” report
- Preparation of outreach materials (Nelson Nygaard, Fehr & Peers, AC Transit)

#### Oakland

- Wrap Up Sessions: The last of seven design charrettes was held on August 5. Several additional wrap-up sessions are being scheduled to identify, and where possible resolve, issues before a candidate LPA for FEIS analysis is reviewed by the public. These sessions will be completed in August and September. Topics include the following:
  - Parking
  - Bike Lanes & Facilities
  - Traffic & Diversion
  - Station Locations & Other Issues
- Parking, traffic and diversion do not have to be fully resolved in the next two months but will be resolved as part of the FEIS/R. However, issues related to the Telegraph Avenue bike lane proposal are intended to be resolved. Similarly, station locations are a key component of the LPA definition and are intended to be resolved.
- Schedule public meetings

#### San Leandro

- Review Engineering Drawings & Outreach Materials
- Schedule Public Meetings

#### Caltrans

- Project Development Kickoff Meeting

### September – November

Public Meetings (12+)

### November 2009 – February 2010

LPAs reviewed by city commissions

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## February – April 2010

All three cities will take staff city LPA recommendations before city councils in early 2010.

- San Leandro – February
- Oakland – March
- Berkeley – April

Ideally, following the city LPA selections, the Policy Steering Committee would review the sum of the local proposals and make a recommendation to the AC Transit Board of Directors in April 2010. The AC Transit Board would then take action in late April on the PSC recommendation. After the LPA selection, the Administrative Final EIS/R would be submitted to the Federal Transit Administration for review. The Final EIS/R would be circulated in August 2010, with a Record of Decision issued shortly thereafter.

## **Summary of Key Dates**

- August – September 2009: Define LPAs for public review and prepare for public meetings
- September – November 2009: Hold public review meetings
- November – April 2010: Review and comment by commissions and City Councils
- February – April, 2010: Council decisions on selected LPAs
- April 2010: Policy Steering Committee recommendation & AC Transit Board of Directors adoption of LPA
- May 2010: Submit Administrative Final EIS/R to Federal Transit Administration
- July 2010: Circulate Final EIS/R for public review
- September 2010: Anticipated Record of Decision (ROD) by Federal Transit Administration
- September 2010: Submit updated Small Starts information to Federal Transit Administration
- February 2011: Anticipated inclusion in President's budget

EAST BAY BRT LPA ADOPTION PROCESS AND FEIS/R SCHEDULE--Revised at Aug 12, 2009 TAC

Activity	2009					2010					2011					Scheduling Constraints			
	Mar	April	May	June	July	August	September	October	November	December	January	February	March	April	M		J	J	A
<b>City of Berkeley</b>																			
1	Technical Analysis & Prep for Public Outreach																		
2	Stakeholder Mtgs & Public Workshop																		
3	Prepare LPA Document																		
5	Transportation Commission Presentation																		
6	Planning Commission Presentation/Selection																		
7	City Council LPA Selection																		
<b>City of Oakland</b>																			
1	Tech Anal & Prep for Public Outreach																		
2	Prepares for Public Outreach & Draft LPA Report																		
3	Public Meetings & Workshop																		
4	Fehr & Peers Prepares Final LPA Report																		
5	Staff Recommendation Prepared																		
6	Planning Commission Presentation																		
7	Planning Commission Selection																		
8	Public Works Presentation																		
9	City Council LPA Selection																		
<b>City of San Leandro</b>																			
1	Technical Analysis & Prep for Public Outreach																		
2	Public Outreach																		
3	Staff Recommendation Prepared																		
4	Planning Commission Presentation																		
5	Planning Commission Selection																		
6	Facilities Committee Presentation																		
7	City Council LPA Selection																		
<b>AC Transit</b>																			
1	Provide Technical Information to Cities																		
2	Prepare Outreach Materials for Cities																		
3	TAC Meetings																		
4	PSC Meetings																		
5	Board Updates																		
6	LPA Development																		
7	Caltrans Approves PSRPR																		
7	Prepare FEIS/R																		
8	Circulate FEIS/R																		
9	Staff LPA Recommendation Prepared																		
10	Board Adopts LPA																		
11	Board Certifies FEIS/R																		
12	FTA Issues ROD																		
12	Update Small Starts Templates for FTA's 2012 President's Budget Recommendation																		

P = Public Meeting  
M = Meeting  
C = Technical Charrette

- ASSUMPTIONS**
1. AC Transit technical information is submitted in timely fashion
  2. No public meetings are held during summer months (when school is out)
  3. Adequate time is provided for internal city/ACT reviews
  4. City commissions and councils will adhere to schedule as indicated