

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 28, 2015

Reference No.: 2.2c.(5)  
Action

From: WILL KEMPTON  
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING  
FINAL ENVIRONMENTAL IMPACT REPORT FOR THE EAST BAY BUS RAPID  
TRANSIT PROJECT (RESOLUTION E-15-26)**

**ISSUE:**

Should the Commission, as a Responsible Agency, accept the Final Environmental Impact Report (FEIR) and Findings of Fact and Statement of Overriding Considerations for the East Bay Rapid Transit Project (project) in Alameda County for future consideration of funding?

**RECOMMENDATION:**

Staff recommends that the Commission accept the FEIR, Findings of Fact and Statement of Overriding Considerations and approve the project for future consideration of funding.

**BACKGROUND:**

The Alameda-Contra Costa Transit District (District) is the CEQA lead agency for the project. The proposed project is a 9.5 mile bus rapid transit line connecting downtown Oakland and the San Leandro Bay Area Rapid Transit District station, primarily via International Boulevard and East 14th Street. The project will operate in dedicated lanes for approximately 80 percent of its length and in mixed traffic for the remainder. The project will cover the cost of adding left-side doors to 26 new diesel-electric buses and the full cost of a 27th bus. The project includes 34 stations with level-boarding platform, shelters and benches, ticket vending machines, real time arrival information and transit signal priority. It also includes the acquisition and construction of two off-street parking lots and the replacement of displaced metered parking spaces.

On April 25, 2012, the Alameda-Contra Costa Transit District Board of Directors approved and certified the FEIR, Findings of Facts, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program for the project. The FEIR determined that impacts related to traffic and circulation would be significant and unavoidable.

The District found that there were several benefits that outweigh the unavoidable adverse environmental effects of the project. These benefits include, but are not limited to: improve transit

services 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 operating costs per rider; and support local and regional planning goals to organize development along transit corridors and around transit stations. The District established a Mitigation Monitoring and Reporting Program to ensure that the mitigation measures specified for the project are implemented.

On April 28, 2015, the District confirmed that the 2012 FEIR remains valid and there are no new identified impacts requiring mitigation since adoption of the FEIR in 2012. Also, the District confirmed that the preferred alternative set forth in the final environmental document is consistent with the project programmed by the Commission.

The project is estimated to cost \$178,000,000. The project is anticipated to be funded from the following sources: FTA Small Starts (\$75,000,000), FTA Section 5309 (\$3,100,000), FTA/FHWA CMAQ (\$3,300,000), Regional Measure 2 (\$57,500,000), Measure B & BB (\$24,400,000), STIP-PTA (\$9,500,000), Prop 1B PTMISEA (\$4,000,000) BAAQMD TFCA (\$900,000) and AC Transit (\$300,000). Construction is estimated to begin in fiscal year 2014/15.

#### Attachment

- Resolution E-15-26
- Project Location
- Findings of Fact and Statement of Overriding Considerations

# CALIFORNIA TRANSPORTATION COMMISSION

## Resolution for Future Consideration of Funding 04 – Alameda County Resolution E-15-26

- 1.1 **WHEREAS**, Alameda-Contra Costa Transit District has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
  - East Bay Bus Rapid Transit Project
- 1.2 **WHEREAS**, Alameda-Contra Costa Transit District has certified that the Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines; and
- 1.3 **WHEREAS**, the project is a 9.5 mile bus rapid transit line connecting downtown Oakland and the San Leandro Bay Area Rapid Transit District station, primarily via International Boulevard and East 14th Street. The project will operate in dedicated lanes for approximately 80 percent of its length and in mixed traffic for the remainder. The project will cover the cost of adding left-side doors to 26 new diesel-electric buses and the full cost of a 27th bus. The project includes 34 stations with level-boarding platform, shelters and benches, ticket vending machines, real time arrival information and transit signal priority. It also includes the acquisition and construction of two off-street parking lots along the alignment and the replacement of displaced metered parking spaces; and
- 1.4 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and
- 1.5 **WHEREAS**, Findings of Fact made pursuant to CEQA Guidelines indicate that specific unavoidable significant impacts related to traffic and circulation, make it infeasible to avoid or fully mitigate to a less than significant level the effects associated with the project; and
- 1.6 **WHEREAS**, Alameda-Contra Costa Transit District adopted a Statement of Overriding Considerations for the project; and
- 1.7 **WHEREAS**, Alameda-Contra Costa Transit District adopted a Mitigation Monitoring and Reporting Program for the project; and
- 1.8 **WHEREAS**, the above significant effects are acceptable when balanced against the facts as set forth in the Statement of Overriding Considerations.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Environmental Impact Report, Findings of Fact, and Statement of Overriding Considerations and approves the above referenced project to allow for future consideration of funding.