

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 27, 2015

Reference No.: 2.2c.(3)
Action

From: WILL KEMPTON
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
FINAL ENVIRONMENTAL IMPACT REPORT FOR THE SOUTH BAY BUS RAPID
TRANSIT PROJECT (RESOLUTION E-15-51)**

ISSUE:

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

RECOMMENDATION:

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

BACKGROUND:

The San Diego Association of Governments (SANDAG) is the CEQA lead agency for the project. The proposed project is a 21 mile Bus Rapid Transit route connecting Otay Mesa to downtown San Diego via eastern Chula Vista. The project includes transit stations, signal upgrades, transit signal priority, fiber connections, a bridge structure and an intermodal transit center at Otay Mesa.

On July 26, 2013, the San Diego Association of Governments Board of Directors approved and certified the FEIR, Findings of Facts, Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program for the project. On October 24, 2014 SANDAG adopted an Addendum to the 2013 FEIR and certified that the project will not have a significant effect on the environment and that the project changes do not create any conditions that require modification to the FEIR, Findings of Facts, Statement of Overriding Considerations, and mitigation measures.

The FEIR determined that impacts related to aesthetics, air quality and vibration would be significant and unavoidable. SANDAG found that there were several benefits that outweigh the unavoidable adverse environmental effects of the project. These benefits include, but are not limited to: increase transit capacity and provide a direct route to travel between the Otay Mesa Port of Entry and Downtown San Diego; connect residential areas with employment and other

major activity centers; promote walking, bicycling and public transit as alternatives to driving; reduce greenhouse gas emissions; and generate local economic development benefits.

SANDAG established a Mitigation Monitoring and Reporting Program to ensure that the mitigation measures specified for the project are implemented.

On July 7, 2015, SANDAG confirmed that the preferred alternative set forth in the final environmental document is consistent with the project's programmed scope.

The total cost of the project is estimated to cost \$97,137,000 and is funded through construction with Federal Transit Administration Funds (\$2,372,000), Transit and Intercity Rail Capital Program Funds (\$4,000,000), Affordable Housing and Sustainable Communities Program Funds (\$7,000,000) and various Local Funds (\$83,765,000). Construction is estimated to begin in fiscal year 2015/16.

Attachment

- Resolution E-15-51
- Project Location
- Findings of Fact and Statement of Overriding Considerations

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 11– San Diego County Resolution E-15-51

- 1.1 **WHEREAS**, the San Diego Association of Governments has completed a Final Environmental Impact Report and Addendum pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - South Bay Bus Rapid Transit Project
- 1.2 **WHEREAS**, the San Diego Association of Governments has certified that the Final Environmental Impact Report and Addendum were completed pursuant to CEQA and the State CEQA Guidelines; and
- 1.3 **WHEREAS**, the project is a 21 mile Bus Rapid Transit route connecting Otay Mesa to downtown San Diego via eastern Chula Vista. The project includes transit stations, signal upgrades, transit signal priority, fiber connections, a bridge structure and an intermodal transit center at Otay Mesa; and
- 1.4 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report and Addendum; and
- 1.5 **WHEREAS**, Findings of Fact made pursuant to CEQA Guidelines indicate that specific unavoidable significant impacts related to aesthetics, air quality and vibration make it infeasible to avoid or fully mitigate to a less than significant level the effects associated with the project; and
- 1.6 **WHEREAS**, the San Diego Association of Governments adopted a Statement of Overriding Considerations for the project finding that the project benefits outweigh the unavoidable adverse environmental effects; and
- 1.7 **WHEREAS**, the San Diego Association of Governments 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, Statement of Overriding Considerations, and Addendum and approves the above referenced project to allow for future consideration of funding.

South Bay Rapid



Direct Connectors

Direct connectors are roadways that link Express Lanes on one freeway to another. The I-805 South Project will include one convenient direct connector to SR 15. This will help maintain consistent traffic speed within the Express Lanes. A direct connector at SR 94 is planned as part of a separate project.*



South Bay Rapid

The new Express Lanes, in-line transit stations, and Park & Ride locations would accommodate the proposed South Bay Rapid. This rapid and reliable new transit service will connect the Otay Mesa Port of Entry to downtown San Diego via eastern Chula Vista. The system's upscale, high-frequency service will have signal priority and use dedicated lanes to ensure faster travel times and fewer stops.



HOV/Express Lanes

Express Lanes will be constructed in the center of the freeway between East Palomar Street and the I-805/SR 15 interchange. The new lanes will offer users expanded transportation choices to bypass congestion, improving travel times for carpoolers, vanpoolers, motorcycles, solo drivers using FasTrak® and Rapid riders.



Direct Access Ramp (DAR)

A new Direct Access Ramp (DAR) will be constructed on East Palomar Street in Chula Vista. DARs connect surface streets directly to Express Lanes in the center median, allowing carpoolers, vanpoolers, solo drivers using FasTrak motorcycles, and transit vehicles to enter the Express Lanes without having to navigate through the freeway's general purpose lanes. This will help improve travel times and reduce congestion.



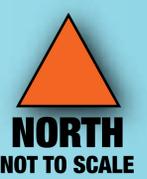
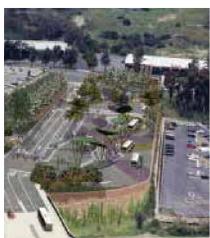
In-Line Transit Stations

New transit stations will be constructed in the center of the freeway at H Street in Chula Vista and Plaza Boulevard in National City. These stops will provide convenient access to the high-frequency South Bay Rapid and reduce travel times by eliminating the need for transit vehicles to exit the freeway.*



Park & Ride Stations

Park & Ride stations will be constructed near the in-line transit stations on Plaza Boulevard and H Street and near the proposed DAR and transit station at Palomar Street. The purpose of the stations is to provide travelers with convenient access to the Rapid, and to provide carpoolers with a convenient location to leave their cars.



*Construction will be scheduled pending funding.



Attachment 2B

Statement of Overriding Considerations

For the South Bay Bus Rapid Transit Project (“Project”)

Pursuant to Section 21081, subsection (b) of the California Environmental Quality Act (“CEQA”), and the California Code of Regulations (“CEQA Guidelines”), Title 14, Chapter 3, section 15093, the San Diego Association of Governments (SANDAG) Board of Directors adopts and makes this Statement of Overriding Considerations explaining why the benefits of the Project outweigh the concerning the Project’s unavoidable adverse impacts and why SANDAG is willing to accept such impacts.

The Final Environmental Impact Report (EIR) for the South Bay BRT Project identifies and discusses significant effects that may occur as a result of the Project. As set forth in the separately adopted CEQA Findings of Fact, SANDAG has made a reasonable and good faith effort to eliminate or substantially mitigate the significant impacts resulting from the South Bay BRT Project and has made specific findings on each of the South Bay BRT Project’s significant impacts and on all feasible mitigation measures and reasonable alternatives. With implementation of the mitigation measures identified in the EIR, the South Bay BRT Project’s effects shall be mitigated to a less than significant level for: biological resources, paleontological resources, temporary construction noise, and transportation/traffic. However, even with implementation of all feasible mitigation measures, the South Bay BRT Project will result in significant and unavoidable impacts to: Aesthetics (temporary during construction and permanent after construction), Air Quality (temporary during construction), and Vibration (temporary during construction). Alternative 2 would avoid the significant aesthetic and vibration impacts of the South Bay BRT Project, but as described in the CEQA Findings of Fact (Attachment 2A), the Board of Directors finds that Alternative 2 is infeasible.

In accordance with Section 15093 of the CEQA Guidelines, and having reduced the adverse significant environmental effects of the South Bay BRT Project to the extent feasible, having considered the entire administrative record on the Project, and having weighed the benefits of the Project against its unavoidable significant adverse impacts after mitigation, the Board of Directors hereby finds that the following legal, economic, social, and environmental benefits of the Project outweigh its unavoidable significant adverse impacts and render them acceptable based on the following considerations. The SANDAG Board of Directors specifically find that each benefit set forth below constitutes an overriding consideration warranting approval of the South Bay BRT Project, independent of the other benefits, despite each and every unavoidable significant impact identified in the EIR.

Project Benefits

- The South Bay BRT Project would implement the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan, which calls for development of a project to increase transit capacity and provide a direct route of travel between the Otay Mesa Port of Entry and Downtown San Diego.
- The South Bay BRT Project would be consistent with the GSA Otay Mesa Modernization Plan of 2010, which among other things, provides a pedestrian path that leads directly from the pedestrian processing facility to the proposed Otay Mesa Intermodal Transportation Facility.
- The South Bay BRT Project would implement local land use plans for eastern Chula Vista, which call for development of a transit route within a dedicated guideway easement and

development of transit stations within the Heritage, Lomas Verdes, and Santa Venetia village cores surrounded by transit-oriented development.

- As discussed in the Responses to Public Comments concerning the Draft EIR, approval of the development of the Otay Ranch Villages in eastern Chula Vista required allocation of space for a future regional transit station, including the Santa Venetia Station, and required the dedication of the right-of-way for the dedicated guideway. The Otay Ranch Villages were designed so that 100 percent residents within 0.75 mile of a station could easily walk to a transit station. To accomplish the goal of walkable communities connected to a regional transit station, the City required the design of the villages to be pedestrian-friendly, including features such as walkable alley ways, cul-de-sac cut throughs, wider paseo's and pedestrian bridges that connect communities to the transit stations.
- The implementation of the SB BRT project would provide a local benefit to the City of Chula Vista. An excerpt from the City of Chula Vista's adopted General Plan – "...the proposed public transit system is a comprehensive network combining existing and planned public transit facilities to provide affordable, efficient public transportation for the residents of Chula Vista. It integrates the needs of both regional travel and local travel."¹
- The SANDAG Regional Transit Vision calls for a network of fast, reliable, and convenient services that include rubber-tired vehicles (referred to as Bus Rapid Transit (BRT)) that connect residential areas with employment and other major activity centers. Together, these different service concepts make up a comprehensive system that complements and supports existing and planned land uses.²
- The South Bay BRT Project provides the local and regional transportation service for which the Otay Ranch Villages were designed. From the City of Chula Vista's website on planning for Otay Ranch:³

"Many of these villages will be connected by the future extension of a Bus Rapid Transit (BRT) system, that also will connect to activity and employment centers outside of Otay Ranch and the City. The village cores will also provide amenities such as commercial, parks, and schools within a short walking distance from the residences. In addition, the plan includes a proposed urban "center" which will contain a variety of office, commercial, high-density residential uses. This urban area provides a unique functional and symbolic center for Otay Ranch."

- The South Bay BRT Project would provide Bus Rapid Transit Service to Downtown San Diego, consistent with the Downtown Community Plan, which among other things, calls for coordination with the transit agency and other organizations to implement Bus Rapid Transit Services, provision of land uses that support a flexible, fast, frequent, and safe transit system that provides connections within downtown and beyond, and increased transit use among downtown residents, workers, and visitors.⁴ Additionally, the Downtown Community Plan for

¹ Chula Vista General Plan. Available at:

http://www.chulavistaca.gov/City_Services/Development_Services/Planning_Building/PDF/Chapter_05-LUT-part_03_000.pdf

² SANDAG Regional Transit Vision. Available at:

http://www.sandag.org/uploads/publicationid/publicationid_816_3746.pdf

³ City of Chula Vista. Available at:

http://www.chulavistaca.gov/City_Services/Development_Services/Planning_Building/Planning/community/otay.asp

⁴ Civic San Diego. *Downtown Community Plan, Chapter 7 Transportation*. Available at:

<http://www.civicsd.com/planning/regulatory-documents.html>

Downtown San Diego prioritizes transit as an effective mobility choice to mitigate future traffic congestion.

- The South Bay BRT Project would implement the SANDAG 2050 Regional Transportation Plan and Sustainable Communities Strategy and Regional Comprehensive Plan, which set forth a regional strategy to promote smarter growth by focusing on locating higher intensity mixed-use development close to existing, and planned transportation infrastructure. Resulting local and regional public benefits would include improved air quality, lower greenhouse gas emissions, reduced traffic congestion, and improved public health.
- The South Bay BRT Project would promote walking, bicycling, and public transit as alternatives to driving by serving existing transit-oriented, walkable communities with high speed transit service. The City of Chula Vista General Plan,⁵ the Downtown Community Plan⁶ for downtown San Diego and the SANDAG 2050 Regional Transportation Plan and Sustainable Communities Strategy all include goals and objectives with the intent to implement public transit to mitigate reduce greenhouse gas emissions, improve air quality, and reduce traffic congestion.
- The South Bay BRT Project would support local and regional planning goals to organize development along transit corridors and transit stations. The Otay Ranch General Development Plan, which is a subset of the Chula Vista General Plan, makes the following statement:

“The plan will create tree-lined streets, and pedestrian plazas and buildings to complement human, rather than automotive activity. The plan provides a range of transportation alternatives to the automobile, most notably transit and pedestrian-oriented activities. Many of these villages will be connected by the future extension of a Bus Rapid Transit (BRT) system, that also will connect to activity and employment centers outside of Otay Ranch and the City.”⁷
- The South Bay BRT Project would provide a direction pedestrian connection between the villages located on the west side of State Route 125 and the Otay Ranch Town Center located on the east side of State Route 125. This would improve community connectivity between areas divided by State Route 125. The pedestrian bridge would provide a direct connection and access to a local library, post office, dog park and surrounding regional commercial center.

Transportation/Traffic Benefits

- The South Bay BRT Project would provide a rapid and reliable public transportation service from the Otay Mesa Port of Entry to Downtown San Diego via eastern Chula Vista, areas which are not currently connected by regional transit service. Currently, people traveling from Mexico into the United States only have the option of a regional transit connection at the San Ysidro Intermodal Transit Center (SYITC). This requires out-of-direction travel from the eastern parts of Mexico to get to the SYITC, adding significant time to daily commutes. Residents and employees in Eastern Chula Vista also lack any regional transit connections. The City of Chula Vista has recently experienced the highest population growth in the County, largely in the eastern

⁵ Chula Vista General Plan. Available at: http://www.chulavistaca.gov/City_Services/Development_Services/Planning_Building/PDF/Chapter_05-LUT-part_03_000.pdf

⁶ Civic San Diego. *Downtown Community Plan*. Available at: http://civicsd.com/images/stories/downloads/planning/advance-planning_studies/Downtown_SD_Complete_Community_FSEIR.pdf

⁷(https://www.chulavistaca.gov/City_Services/Development_Services/Planning_Building/General_Plan/documents.asp)

portion of the City. Lack of regional transit requires that passengers use local transit service which is slower to make connections to services on the west end of the City. The implementation of the South Bay BRT would speed travel for these residents and offer a new travel choice that does not currently exist. The South Bay BRT would also provide traffic benefits for residents that do not use the BRT service by reducing the total amount of vehicle traffic, installing new traffic signals, and implementing traffic signal coordination.

- The South Bay BRT Project would provide estimated travel times to Santa Fe Depot in Downtown San Diego from:

		TO	
		City College Trolley Station	Santa Fe Depot / America Plaza
FROM	I-805 / Palomar Station	18 minutes	26 minutes
	Heritage Station	27 minutes	35 minutes
	Otay Ranch Town Center Station	38 minutes	46 minutes
	Otay Mesa ITC	52 minutes	60 minutes

Source: Travel Time Memo SANDAG 20130704

- The South Bay BRT Project would improve transit service to and from the Otay Mesa Point of Entry by increasing the operating time and the frequency of service.
 - The existing MTS Route 905 which currently serves Chula Vista runs from the Otay Mesa Point of Entry to the Iris Trolley Station in San Ysidro from about 4:45 a.m. to about 7:00 p.m. Buses on this route (operate every 15 minutes during peak periods, and every 30 minutes during off-peak periods. This route operates every 30 minutes all day between the Otay Mesa Border Crossing and Iris Avenue Trolley station. The route does not provide a direct connection to downtown San Diego and requires a transfer to the San Diego Trolley blue line to make the same trip that the SB BRT trip would provide.
 - The South Bay BRT Project would operate from approximately 5:00 a.m. to 10:00 p.m., with buses every 10 minutes during peak periods, and every 15 minutes during off-peak periods. The South Bay BRT buses would run for the most part in designated guideways separate from general traffic and therefore would experience less delay from traffic.
- The South Bay BRT Project would result in anticipated daily ridership of almost 10,000 boardings, with almost 4,000 boardings during peak periods, by 2030. Passenger miles would be over 91,000 miles per day, with annual passenger miles of almost 24,000,000, by 2030.
- The South Bay BRT Project would support City of Chula Vista development approvals for Otay Ranch, including villages 1, 3, 5, and 6, Otay Ranch Town Center, and the Eastern Urban Center, which assumed, in part, that the potential traffic impacts of these developments would be avoided or lessened by serving these communities with high speed transit. The traffic studies for these projects assumed that implementation of the South Bay BRT Project would reduce vehicle trips by 5 to 10 percent.⁸

⁸ City of Chula Vista. Planning Digital Library. Available at: http://www.chulavistaca.gov/City_Services/Development_Services/Planning_Building/Planning/SharedDocuments.asp

- From the EUC EIR, "**Threshold 3: Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).**"

The EUC would include BRT service, local transit and bicycles as a means of alternative transportation. A significant impact would occur if the proposed project conflicts with any local or regional programs or plans supporting alternative modes of transportation."⁹

Appendix D of the Kimley-Horn Traffic Study contains the detailed calculations for the internal trip capture credit for each future year scenario. In addition, due to the proposed regional and local bus transit services that would be provided within the EUC, a transit trip credit of 10 percent was applied to the residential and office land uses. SANDAG and the City have agreed to a 10 percent mode share assumption for transit credit, which is consistent with the Regional Transportation Plan (RTP). As a result, the total transit trip capture credit for the EUC resulted in a reduction of 5,147 ADT, including 690 (515 in, 175 out) A.M. peak-hour trips and 664 (186 in, 478 out) P.M. peak-hour trips. Accounting for the proposed project's share of EUC project traffic, the proposed project has a total transit trip capture credit of approximately 4,422 ADT. Table 4-2 from the Kimley-Horn Traffic Study shows the net new trip generation for the EUC and the proposed project (proposed minus internal and transit reductions). As shown in the 4.3 Transportation Eastern Urban Center Sectional Planning Area EIR City of Chula Vista (State Clearinghouse No. 2007041074 May 2009).

- The South Bay BRT Project would provide a rapid transit alternative in a congested portion of the regional freeway network. I-805 is one of the main backbones of mobility in the urban core of the San Diego region. It is a key north-south corridor that traverses the most heavily populated portion of the region. Average daily traffic (ADT) on I-805 ranges from 160,000 to 261,000 vehicles, with daily congestion lasting between two and four hours. ADT is expected to exceed 330,000 vehicles in 2030, with daily congestion lasting more than six hours.¹⁰
- The South Bay BRT Project would provide rapid transit service to forecasted growth areas not otherwise served by regional transit:
 - In the period from 2004 to 2030, population in the Otay Mesa-Mesa de Otay binational study area is projected to grow from approximately 168,667 to 444,085 residents, an increase of approximately 275,418 people (163 percent). Population in Mesa de Otay alone is expected to increase by approximately 144,478 residents, an approximately 246 percent increase from 2004 to 2030. The South Bay BRT Project would provide direct service to the Otay Mesa area with a station sited at the Otay Mesa Border crossing. This station will provide access to surrounding commercial and residential communities and provide a new regional transit connection to the international Border.
 - Compared to a 2004 baseline, build-out of the adopted Downtown Community Plan for downtown San Diego would result in population growth of 47,700, employment growth of 77,300, 29,400 new residential units, and 23,372,000 square feet of new non-residential development.¹¹

⁹ http://www.chulavistaca.gov/City_Services/Development_Services/Planning_Building/PDF/Final_EIR.pdf

¹⁰ Keep San Diego Moving. Interstate 805 Corridor web site. Available at: <http://www.keepsandiegomoving.com/I-805-Corridor/I-805-intro.aspx>

¹¹ Civic San Diego. *Downtown Community Plan, Chapter 3 Land Use and Housing*. Available at: <http://www.civicsd.com/planning/regulatory-documents.html>

- The South Bay BRT Project would improve the existing traffic flow (as measured by improved level of service or decreased vehicle delay) at intersections in Otay Mesa, Chula Vista, and Downtown San Diego, as identified in Section 3.16 of the Final EIR.
- Operation of the South Bay BRT Project is identified in and would be consistent with adopted plans, programs, and policies to reduce traffic congestion and improve the performance of the regional transportation system, including the SANDAG 2050 RTP/SCS and the 2012 Regional Transportation Improvement Program.

Climate Change and Air Quality Benefits

- The South Bay BRT Project is part of the transportation network identified in the 2050 Regional Transportation Plan and Sustainable Communities Strategy, which according to the California Air Resources Board, would, if implemented, achieve state-established per-capita greenhouse gas emissions reductions for 2020 and 2035 for the San Diego region.
- The South Bay BRT Project is listed in the SANDAG 2012 Regional Transportation Improvement Program (RTIP), which was found to be in conformance with the SIP for meeting federal air quality standards by the U.S. Department of Transportation and U.S. Environmental Protection Agency. Meeting air quality standards would help improve public health in the region.
- The South Bay BRT Project would provide a rapid bus service as an alternative to driving. Passenger cars and light-trucks account for approximately 46 percent of greenhouse emissions in the San Diego region as of 2006.
- Transportation is one of the identified elements in the City of Chula Vista's Air Quality Improvement Guidelines. "Community and site design features and environmentally conscious building practices can have a substantial effect on air quality emissions and energy consumption. In recognition of this, the City of Chula Vista has been progressive in its approach to advancing the practices of energy conservation and reduction of greenhouse gas emissions. This is evident through the City's Growth Management Ordinance (CVMC 19.09), Carbon Dioxide (CO₂) Reduction Plan, Climate Change Working Group (CCWG) Implementation Measures, and Green Building and Increased Energy Efficiency Ordinances (CVMC 15.12, and 15.26.030, respectively). These programs promote energy conservation and reduction of greenhouse gas emissions by requiring applicants to implement the best available community site design practices such as providing alternative modes of transportation, transit-friendly, walkable communities, and sustainable building design.¹²
- The City's CO₂ Reduction Plan, adopted in 2000, establishes a strategy for the City to reduce energy consumption, promote alternative transportation and design transit friendly, walkable communities. As part of the AQIP, applicants will be required to demonstrate how their project was designed to help implement the action measures contained in this plan.¹³
- Identified in Table ES-1 of the City of Chula Vista's CO₂ Reduction Plan are provisions for transit friendly design, integration of transit and land use and increased pedestrian access to transit.¹⁴

¹² http://www.chulavistaca.gov/city_services/development_services/planning_building/PDF/AQIP_Guidelines.pdf

¹³ http://www.chulavistaca.gov/city_services/development_services/planning_building/documents/CO2.pdf

¹⁴ http://www.chulavistaca.gov/city_services/development_services/planning_building/documents/CO2.pdf

Economic Benefits

- The South Bay BRT Project would generate local economic development benefits (i.e., private investment in Otay Mesa, eastern Chula Vista, and Downtown San Diego for the following reasons:¹⁵
 - By including physical features in the proposed project that convey a sense of permanence to developers, such as the dedicated guideway, transit stations with enhanced amenities, and Intermodal Transportation Center at the Otay Mesa Port of Entry. By connecting residential areas that are not served by public transportation, such as eastern Chula Vista, with employment and activity centers, such as Downtown San Diego, Otay Ranch Town Center, and the Otay Mesa Port of Entry.
 - By locating the proposed project in areas with local policies that support public transit, such as eastern Chula Vista and Downtown San Diego, which have been shown to generate ridership levels sufficient to attract private investment.

¹⁵ United States Government Accountability Office. Report to the Committee on Banking, Housing, and Urban Affairs, U.S. Senate. *Bus Rapid Transit Projects Improve Transit Service and Can Contribute to Economic Development*. GAO-12-811. July 2012. Available at: <http://www.gao.gov/assets/600/592973.pdf>