Report No: 12-306c
Meeting Date: June 26, 2013

Alameda-Contra Costa Transit District

STAFF REPORT

TO: AC Transit Board of Directors

FROM: David J. Armijo, General Manager

SUBJECT: Amend Board Policy No. 512 and Establish Public Comment Period on Draft Initial Study/Negative Declaration For the Central and South County Service Restructuring Plan and Service on New Streets in Downtown Hayward

ACTION ITEM

RECOMMENDED ACTION(S):

1) Approve amendments to Board Policy 512 – Environmental Evaluations of Transit District Projects, Section III.E.4 (Negative Declaration) to allow a Negative Declaration to be considered at any duly noticed Board meeting; and

2) Authorize a 30-day comment period and set a public hearing on July 31, 2013 in Hayward, California, to receive public comment regarding the Central and South County Service Restructuring Plan, bus service on new streets in the City of Hayward, and the related Draft Initial Study/Negative Declaration for the proposed service changes.

EXECUTIVE SUMMARY:

Section III.E.4. of Board Policy No. 512, regarding Negative Declarations, requires the public hearing on a Negative Declaration (ND) to occur at the "next regular meeting" held more than 10 days after the Notice of Intent to adopt a Negative Declaration is posted. CEQA does not require adoption of a ND only at a regular meeting held after providing public notice. It is recommended that the section III.E.4. of Board Policy No. 512 be amended to permit the adoption of a ND at a duly noticed meeting of the Board regardless of whether it is a regular or special meeting.

A public hearing was noticed and held on May 22, 2013, to receive public comment on the Central and South County Service Restructuring Plan and Service on New Streets in Downtown Hayward (the Project). The public hearing was opened, testimony was received, and the public hearing was continued on the Project to a special Board meeting on July 31, 2013, in order to provide an opportunity for further public comment and to evaluate the Project under the provisions of the California Environmental Quality Act and its Implementing Guidelines (CEQA). An Initial Study (IS) has been prepared per CEQA and Board Policy 512 (Environmental Evaluations of Transit District Projects) and a Negative Declaration (ND) has been determined to be the appropriate environmental document for the Project.

The Draft IS/ND (DIS/ND) is subject to a public review/comment period of 30 calendar days if submitted to the State Clearinghouse; otherwise, the comment period would be 20 calendar

days. Staff is recommending a 30 day review and comment period to provide sufficient time for public review and to coincide with the continued public hearing on the Project. At the July 31, 2013 meeting, the Board would receive public comments (oral and/or written) on the DIS/ND, as well as on the Project. Depending on how extensive the public comments are on the DIS/ND and the Project, the Board may be able to close the public comment/public hearing and act that evening to approve the IS/ND and then the Project as proposed or with modifications.

BUDGETARY/FISCAL IMPACT:

The costs associated with noticing the public hearing and comment period.

BACKGROUND/RATIONALE:

1. **Amendment to BP 512**

Section III.E.4., at page 5 of BP 512, provides:

> "At its next regular meeting, more than ten (10) days after Notice is posted, the Board shall conduct a hearing on the proposed Negative Declaration. Both oral and written objections to the Negative Declaration shall be considered at the hearing."

CEQA does not contain the requirement in section III.E.4. that a public hearing occur at the next regular Board meeting occurring more than ten days following the posting of a Notice of Intent to adopt a ND. CEQA only requires notice of the "date, time, and place of any scheduled public meetings or hearings to be held by the lead agency on the proposed project, when known to the lead agency at the time of notice." (Cal. Code of Regs., tit. 14, § 15072(f)(3))

The continued public hearing on the Project is scheduled for a special meeting on July 31st, which is not a regular meeting. This was announced at the May 22nd Board meeting when the public hearing was continued. The next regular meeting to be held after the July 31st meeting is August 28th. If the consideration of the DIS/ND was continued to this date – together with the consideration of the Project – this would make it impossible for the proposed service adjustments to occur with the winter signup. Also, if not remedied at this time, this issue may arise when considering future negative declarations.

It is recommended that the Board amend section III.E.4. of Board Policy No. 512 to read:

> "At any duly noticed meeting, held more than ten (10) days after Notice that the District intends to adopt a Negative Declaration is posted, the Board shall conduct a hearing on the proposed Negative Declaration. Both oral and written comments on the Negative Declaration shall be considered at the hearing."

2. **The Draft IS/ND**

The Board, at its meeting of May 22, 2013, held a noticed public hearing on the Project as set forth in Staff Report 12-306b. The public hearing was opened, testimony was received and the public hearing was continued to the special Board meeting scheduled for July 31, 2013. The hearing was continued to accomplish the following objectives:

A. have the Project evaluated under the auspices of CEQA and Board Policy 512 to determine the appropriate environmental document;

B. clarify that Lines 314 and 356 are **NOT** part of the Project that will be considered on July 31[1];

C. provide two additional public meetings – one in Hayward and one in Fremont - prior to the July 31st hearing to further explain the Project and to receive public comment on the draft environmental document.

Of the three items identified above, this Staff Report focuses only on the draft environmental document.

The environmental firm of Rincon Consultants, Inc. was selected through a Request for Proposals process under Board Policy No. 350 to evaluate the Project and determine and prepare the appropriate draft environmental document, in accordance with CEQA and Board Policy 512.

Attached is a copy of the DIS/ND for the Board's review. The draft has been vetted by Rincon with Legal and Planning and is the product of this collaboration. The Draft IS evaluation determined that a Negative Declaration is the appropriate environmental document since in all of the categories evaluated the Project's impacts are deemed to be less than significant or, in most cases, there are no impacts. Under Board Policy No. 512, the Initial Study is initiated by staff – the General Manager or designee (sec. III.D.). (By separate action the General Manager has designated the General Counsel to be his designee.) If the IS indicates no significant environmental impacts then a Negative Declaration determination is made and circulated for public review and comment prior to final Board action. (Section III.E.)

Although the Project does not have region wide impacts, staff is recommending filing the DIS/ND with the State Clearinghouse to provide a 30 day review period for state agencies, as well as the public. Notice to the public will be provided by posting the document to the District's web site, filing of a Notice of Intent to Adopt a Negative Declaration with the Alameda County Clerk-Recorder's office, providing public notices of the continued public hearing on the Project, as well as on the DIS/ND, holding additional community meetings in Hayward and Newark, sending copies of the DIS/ND to city halls and main libraries in Fremont, Hayward, Newark and Union City and publishing a public hearing notice regarding the Notice of Intent to Adopt the ND in the usual newspapers in the area of the Project at least 30 days prior to the hearing.

ADVANTAGES/DISADVANTAGES:

The proposed action complies with CEQA by producing for review an environmental document for the Project and providing notice to the public and affected agencies. It further removes an

[1] Changes to Lines 314 and 356 will be incorporated into service recommendations under the Inner East Bay Comprehensive Operations Analysis for Board and public consideration at a date yet to be determined. This will allow staff to conduct a separate public outreach and notification process centered around Alameda and East Oakland.

unnecessary requirement from Board Policy No. 512 that would inhibit consideration of the Project until late August, as well as benefit the consideration of future environmental documents.

There are no disadvantages.

ALTERNATIVES ANALYSIS:

None considered.

PRIOR RELEVANT BOARD ACTIONS/POLICIES:

SR 12-306 Preliminary Draft Central and South County Service-Restructuring Plan
SR 12-306a Public Hearings for the Implementation of the Central and South County Restructuring Plan and Service on New Streets in Downtown Hayward
SR 12-306b Public Hearings

ATTACHMENTS:

1: Section III.E. of Board Policy No. 512 – pages 4 & 5
2: Draft Initial Study/Negative Declaration Central and South County Restructuring Plan and Service on New Streets in Downtown Hayward
3: Draft Public Hearing Notice and Notice of Intent to Adopt a Negative Declaration

Department Head Approval:	Dennis Butler, Chief Planning and Development Officer
Reviewed by:	David A. Wolf, General Counsel
	Robert Del Rosario, Director of Service Development
Prepared by:	David A. Wolf, General Counsel

determine whether the project may have a significant effect on the environment. (Guidelines 4.1, 4.2, 4.3, 4.5; Form 3.)

2. If one or more other public agencies will be involved in undertaking or approving the project, the General Manager or his or her designee shall consult with these agencies prior to determining whether a negative declaration or an environmental impact report is required for the project. (14 Cal. Code Regs. Section 15086.)

3. If a project is to be carried out by a private person or organization, the General Manager or his or her designee may require that person or organization to submit an Environmental Information Form to assist the General Manager or his or her designee in preparing the Initial Study. (Guidelines 4.4; Form 2.) Persons or organizations requested to submit this Form shall have no more than thirty (30) days to submit the information. The period of time may be shorter, but shall not exceed thirty (30) days.

4. If an Environmental Information Form has been required, the General Manager or his or her designee shall complete the initial study within fifteen (15) days from receipt of the Environmental Information Form.

E. NEGATIVE DECLARATION

1. If the initial study shows that a proposed project will have no significant effect on the environment, a determination to that effect is made. Then, the General Manager or his or her designee shall prepare a Negative Declaration to be circulated for public review prior to Board approval of the project. (Guidelines 5.1; Form 4 - Negative Declaration I.)

2. If the initial study identifies potentially significant effects on the environment, a determination to that effect is made. The General Manager or his or her designee may recommend such modifications of the project as are necessary to mitigate such effects. If the project is modified in such a way as to mitigate potentially significant effects on the environment, the General Manager or his or her designee shall prepare a Negative Declaration describing the potential effects and the modifications. (Guidelines 5.1; Form 5 - Negative Declaration II.)

3. Notice that the District proposes to adopt a Negative Declaration shall be given in the manner prescribed in these Guidelines, at least ten (10) days prior to a hearing by the Board. The General Manager or his or her designee shall make copies of the Negative Declaration and supporting documents available to the public for review. (Guidelines 5.3; Form 6.)

4. At its next regular meeting, more than ten (10) days after Notice is posted, the Board shall conduct a hearing on the proposed Negative Declaration. Both written and oral objections to the Negative Declaration shall be considered at the hearing.

5. At the conclusion of the hearing, or any continuance thereof, or at its next regular meeting, the Board may affirm the Negative Declaration or direct the General Manager or his or her designee to prepare an Environmental Impact Report.

6. If the Negative Declaration is affirmed and the project is approved, the Secretary of the Board of Directors shall file a Notice of Determination with the County Clerk of the Counties of Alameda and Contra Costa and any city with resources affected by the project. (Guidelines 5.6, 5.7; Form 7.)

F. ENVIRONMENTAL IMPACT REPORT

1. If the General Manager or his or her designee or the Board determines that a project or activity, not otherwise exempted by law, will have a significant effect on the environment, the project or activity shall not be authorized or undertaken until an Environmental Impact Report has been adopted and considered by the Board.

2. Immediately after deciding that an environmental impact report is required for a project, the District shall send (by certified mail) a Notice of Preparation to each Responsible Agency, if any, and to each federal agency involved in approving or funding the project. (Guidelines 6.1; Form 8.) This Notice will state that an environmental impact report will be prepared.

3. Within sixty (60) days of completion of the Initial Study or determination of potential environmental impact, a Draft EIR shall be prepared by District staff, outside consultants or both. It shall be an objective and accurate analysis of the

Alameda-Contra Costa Transit District

Central and South County Restructuring Plan and Service on New Streets in Downtown Hayward

Draft

Initial Study – Negative Declaration

June 2013

rincon

Environmental Scientists Planners Engineers

Central and South County Restructuring Plan and Service on New Streets in Downtown Hayward

Draft
Initial Study – Negative Declaration

Prepared by:

Alameda-Contra Costa Transit District
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Contact: David A. Wolf, General Counsel

With the Assistance of:

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June 2013

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INITIAL STUDY

1.	**Project title:**	Central and South County Restructuring Plan and Service on New Streets in Downtown Hayward
2.	**Lead agency name and address:**	Alameda-Contra Costa Transit District (AC Transit) 1600 Franklin Street Oakland, CA 94612
3.	**Contact person and phone number:**	David A. Wolf, General Counsel (510) 891-7178
4.	**Project location:**	The proposed Project would affect bus service primarily in the cities of Hayward, Fremont, Newark and Union City, and in unincorporated urban areas of Alameda County north of these cities. Two transbay lines to western San Mateo County would also be affected. This geographic area encompasses the Project Area as referred to in this Initial Study. Please refer to figures 1 and 2 for the regional location and the extent of the affected routes.
5.	**Project sponsor's name:**	AC Transit (Same as Lead Agency)
6.	**General Plan designation:**	Multiple designations within the Project Area
7.	**Zoning:**	Multiple designations within the Project Area

8. **Project Description:**

a. Project Background and Overview

This Initial Study addresses the potential environmental impacts that would result from adoption and implementation of AC Transit's proposed Central and South County Restructuring Plan and Service on New Streets in Downtown Hayward. These projects are analyzed together in this Initial Study (referred to together as the Project) and are summarized in subsection a and detailed in subsections b and c, below.

Downtown Hayward Service on Streets Previously Not Served

As part of the City of Hayward Route 238 Mission Corridor Improvement Project, AC Transit was required to re-route its service to four new street segments in conjunction with the new Mission Boulevard/Foothill Boulevard couplet implementation. The Project involved changing the flow of traffic to a single direction – in a loop configuration – affecting the "Five Flags" area from Jackson Street and Mission Boulevard up to A Street and Foothill Boulevard.

Southbound traffic now travels from Foothill Boulevard down A Street then onto Mission Boulevard. Northbound traffic flows from Mission Boulevard and Jackson Street in the south onto Foothill Boulevard until it becomes two-way alignment again north of A Street. From the north, Main, A, C, and D streets offer several ways to access Downtown Hayward. Heading out of Downtown, Main, B, C, and D Streets all have access back to the loop or across it to access the Hayward BART Station or the Upper B Street neighborhood. This also required changes to AC Transit service in these areas to allow similar circulation and coverage; this includes operation on street segments previously not served by AC Transit buses. The change affects lines 48, 93, 99, 801 and 22, which now operate on the following new street segments:

- Fletcher Lane between Mission Boulevard and Watkins Street, heading northbound only
- Watkins Street between Fletcher Lane and D Street, heading northbound only
- A Street between Foothill Boulevard and Mission Street, heading westbound only
- Main Street between C Street and A Street, heading northbound only

In accordance with Section II, 2 (e) (3) of AC Transit Board Policy 163 (Public Hearing Processes for the Board of Directors), this change was classified as an emergency due to the City of Hayward's decision to advance implementation of the Project, resulting in insufficient time to provide the required public hearing notification before the change occurred. The City of Hayward provided notification to properties along the affected segments prior to implementation on March 5, 2013.

Central and South County Service Restructuring Plan

The Central and South County Service Restructuring Plan is intended to increase productivity and grow ridership in Central and South Alameda County. The Plan would eliminate some of the lowest performing routes and route segments and reinvest those resources into the core network. Routes under 14 passengers per revenue hour constituted a low performing route, and most of these routes are in Central and Southern Alameda County. The Plan maintained approximately the same level of service but reallocated resources to improve efficiency. Overall, there would be an increase of 24.4 (4%) platform hours on the weekday and an increase in 11.5 (0.4%) platform hours on the weekend.

Staff presented the AC Transit Board of Directors with the Preliminary Draft Restructuring Plan on December 12, 2012. The Board directed staff to present the Plan to the Technical Advisory Committee (TAC) and the Political Advisory Committee (PAC) for Special District 2 (cities of Newark and Fremont). In late December and early January, City staff provided useful feedback and the Plan was redrafted accordingly. Following these meetings, staff presented the Plan to the TAC on January 14, 2013 and to the PAC on February 20, 2013, where no further changes were requested.

b. Downtown Hayward Service on streets previously not served

As noted above, these changes affect lines 48, 93, 99, 801 and 22, which now operate on the following new street segments:

- Fletcher Lane between Mission Boulevard and Watkins Street, heading northbound only
- Watkins Street between Fletcher Lane and D Street, heading northbound only

- A Street between Foothill Boulevard and Mission Street, heading westbound only
- Main Street between C Street and A Street, heading northbound only

The hours and frequency of service on these lines remain unchanged, and are as follows:

- Line 48 - Peak frequency of every 60 minutes from 6:30 AM to 9:30 PM weekdays.
- Line 93 - Peak frequency of every 60 minutes from 5:30 AM to 9:00 PM weekdays; peak frequency of every 60 minutes from 7:00 AM to 8:30 PM weekends.
- Line 99 - Peak frequency of every 30 minutes from 5:30 AM to 12:00 AM weekdays; peak frequency of every 40 minutes from 6:00 AM to 12:00 AM weekends.
- Line 801 - Peak frequency of every 60 minutes from 11:30 PM to 6:30 AM weekdays; peak frequency of every 20 minutes from 11:30 PM to 7:30 AM weekends.
- Line 22 - Peak frequency of every 60 minutes from 5:30 AM to 11:30 PM weekdays; peak frequency of every 60 minutes from 6:30 AM to 12:30 AM weekends.

Bus Stop Installation and Removal

The following changes to bus stops are part of the modified downtown Hayward service:

- New stop on Main Street just north of D Street (serves lines 93, 99 and 801).
- New stop on Watkins Street just north of C Street (serves lines 22, 99 and 801)
- New stop on Mission Boulevard just south of C Street (serves lines 22, 99 and 801)
- New stop on Watkins Street just north of Jackson Street (serves lines 22, 99 and 801)
- Stop removed on Mission Boulevard just north of B Street (served lines 93, 99 and 801)
- Stop removed on Mission Boulevard just north of C Street (served lines 22, 93, 99, 801)
- Stop removed on Mission Boulevard just north of Willis Avenue (served lines 22, 99, 801)

Bus stop amenities in this service area generally consists of a sign pole identifying the line the stop is served by and sometimes providing other passenger information such as schedules or service interruptions or changes. AC Transit installs such pole-mounted signs at bus stops; no additional bus stop amenities such as benches or shelters are proposed by AC Transit as part of the Project.

c. Central and South County Service Restructuring Plan

Principles and Policy Background

AC Transit Staff used District policies and guidelines to develop the proposed Restructuring Plan. The main guidance came from the guiding principles of Board Policy 550. The Plan also aims to achieve many of the goals of the Comprehensive Operations Analysis (COA), notably improving efficiency and productivity. Staff also refined the Draft Restructuring Plan principles and their rationale from Staff Report 12-306. These specifically address the issues surrounding low-performing routes and segments in Central and South Alameda County:

1. **Eliminate underperforming segments** - Some sections of routes have poor ridership, yet other sections are productive.

2. **Eliminate segments with few physical bus stops and unproductive land use** - Some routes currently service sections of roadway without stops for a mile or more, or run alongside empty fields.

3. **Increase frequency on the trunks using recovered resources** - The existing trunk only operates at 30-minute frequency. Staff can improve service and grow ridership by eliminating unproductive routes and segments.

4. **Convert circulator routes to linear routes** - As part of the 2010 service cuts, staff implemented circulator, or loop routes to cover a large area with fewer resources; however, feedback from passengers and operators suggests that this type of route can cause confusion. The productivity of the routes also shows that they do not operate as well as originally planned.

5. **Create a consistent network across the day, night and weekend** - The District 2 network is comprised of different routes across the day, night and weekend. The Plan attempts to create a consistent network across all service times and days. Additionally, the existing network does not have a consistent service span. Some lines start at 5:00 AM, and some at 6:00 AM. Some lines run through 8:30 PM, while others stop service at 7:30 PM.

6. Use a **holistic approach to the network and consider geographic coverage goals** - While staff wants to concentrate on improving the trunk network, access to neighborhoods is still important.

7. **Provide consistent headways in the Peak** - It is standard practice to vary headways throughout the day to match demand. However, some lines had varied headways during the peaks, which creates a confusing schedule and skewed passenger loads.

8. **Directly market to new generators and employers and improve information at stops** - Staff needs to work directly with new generators to ensure potential passengers are aware of the new service. Staff will upgrade stop information where possible.

Restructuring Plan Description

The Restructuring Plan would affect 18 routes, primarily in Central and South Alameda County. The Plan development incorporated a variety of data and analytical methods and responded to the guiding principles listed above. Staff reviewed the on-time performance of lines and heavily relied on the Automatic Passenger Counting (APC) data from Spring 2012.

Appendix A provides worksheets detailing the line changes and passenger impacts by segment for weekday and weekend service. Appendix B provides maps showing a comparison of the route networks before and after the changes as well as individual maps of the proposed new routes.

Table 1 provides a description and explanation of the proposed changes.

Table 1
Summary of Proposed Route Restructuring Plan

Transbay Service	
Line M	• Eliminate midday service and transition into a peak-only Transbay service • Eliminate low-performing service to the Oracle campus • Frequency decreased to consistent, manageable 45-minute headway in the peaks, improving BART connections
Line DA	• Eliminate due to low ridership
Trunk Service	
Line 99	• Increase the peak frequency from 30-minute to 20-minute service • Increase weekend and off-peak frequencies from 60/40 to 30-minute service *This is a critical improvement for the line and the most significant improvement in the plan. Prior to the 2010 service cuts, this line had 15-minute frequency between Bayfair BART Station and Hayward BART Station. This is also a viable option for extending to Foothill Square and providing north-south cross-town service when BRT terminates at the San Leandro BART Station.*
Late Night Service	
Line 333	• Eliminate route and replace with increased span of new Line 200, detailed below • The new route eliminates service on Stevenson Boulevard after 8:00 PM.
Local Weekday Service The span of weekday service will be consistent from 6 AM to 8 PM across all local routes. Lines 200 and 212 will run until 11:00 PM to accommodate late night activities and BART connections.	
Line 68	• Routing: Union Landing, Dyer Street, Whipple Road, Huntwood Avenue, Industrial Parkway, Stratford Road, Ruus Lane, Ruus Road, Folsom Avenue, Tampa Avenue, Tennyson Road, South Hayward BART and continue with the Line 85 routing to San Leandro BART, continue on San Leandro Street, Davis Street, E. 14th Street, Dutton Av., MacArthur Boulevard, 106th Street and Foothill Square. • Bi-directional, linear route combines with Line 85 to extend through San Leandro into Foothill Square • Eliminate segments on Huntwood Avenue between Tennyson Road and Industrial Parkway, and Industrial Parkway segment (containing no bus stops).
New Line 200	• Routing: Union City Bart, Decoto Road, Highway 84, peak service to Pacific Research Center via Gateway Boulevard, Newark Boulevard, Central Avenue, Cedar Boulevard, Mowry Avenue, NewPark Mall, Mowry Avenue, Fremont BART. • Creates 30-minute frequencies between Union City BART and Fremont BART • Directly connects Newark to the Fremont medical centers near Fremont BART • Provides fast 30 min service to Union City BART using Highway 84 • Provides consistent hourly service between 6:00 AM and 11:00 PM. This replaces the old Line 333 late-night flex route. • Pacific Research Center service in the peak weekday commute - staff is coordinating with City staff on the Pacific Research Center shuttle • Service to Siliman Center on the weekend

Table 1
Summary of Proposed Route Restructuring Plan

Line 212	• Eliminate segments along Fremont Boulevard between Auto mall Pkwy and Cushing Pkwy, and Cushing Pkwy between Fremont Boulevard and Automall Parkway • New line 215 covers commute service to the Lam Research Park. • Replace weekend route 350 with a shortened 212 to end at Pacific Commons. • Shorten the route to focus on key retail generators and extend the terminus to the Siliman Center. • Provides 30-minute service to Siliman Center from the transfer point at NewPark Mall • Increase service span from 9:00 PM to 11:00 PM to improve access to late night activities.
Line 215	• Reconfigure route around Lake Elizabeth recreation center and active industrial employment centers at Bayside Industrial Park and Kato Road • Eliminate the one-way loop at the Bayside Industrial Park • Make the entire route bi-directional and linear • Provide commute direction service to Lam Research Park. • Eliminate the Mission Boulevard and Driscoll Road segment, and Warm Springs Boulevard between Mission Boulevard and Grimmer Boulevard
Line 216	• Routing: Union City BART, Alvarado Niles Road, Niles Boulevard, Mowry Avenue, Fremont BART, Mowry Avenue, Fremont Boulevard, Stevenson Boulevard, Cedar Boulevard, NewPark Mall, Ohlone College • Reconfigure route between Union City BART and Ohlone College • Routing from Union City BART to Fremont BART remains, so passengers can transfer to continue to most sections of the old route • Eliminate Central Avenue, Peralta and Dusterberry segment for low ridership
Line 242	• Eliminate route • Lines 200 and 216 cover all segments
Line 251	• Routing: Fremont BART, Paseo Padre Parkway, Thornton Avenue, Newark Boulevard, Central Avenue, Cherry St, Ohlone College, Mowry Avenue, NewPark Mall • Convert into a linear route between Fremont BART and NewPark Mall. • Lines 200 and 275 cover all segments
Line 264	• Eliminate route • Lines 200, 232 and 251 cover all segments
Line 275	• Convert into a linear route between Four Corners and Union City BART • Eliminate Highway 84 (no bus stops) and Decato Road west of Fremont Boulevard • Increase frequency from 60 minutes to 45 minutes • Add Thornton Avenue and Willow Street segment (eliminated from line 251) • Serves the Newark Senior Center directly
Line 391 Hayward Shuttle	• Eliminate route • Spanish Ranch, New England Drive, Hayward Villa and Oliver Drive do not have underlying service, but are less than a 10-minute walk from service • Other sections of the route have underlying service provided on Lines 97 and the new 68/85

Table 1
Summary of Proposed Route Restructuring Plan

Weekend Service Principle 5 seeks to make the route network consistent across the day, night and weekend. The Plan proposes to realign the network and use the same routes regardless of time and day. All service will operate between 7:00 AM and 7:00 PM, with the exception of trunk line 99.	
Line 68	• Eliminate weekend service • Least productive route in the entire District for Saturday service • Second least productive route in the District for Sunday service • Union City Transit lines 2 and 3 cover portions of the route on Whipple Road and Dyer Street
Line 99	• Increase frequency to 30 minutes all day • Current frequency is every 40 minutes until 7:00 PM and 60 minutes until midnight
Line 212	• Replaces line 350 route with the same linear route as the weekday • Shortened weekend route terminates at Pacific Commons • 30-minute frequencies
Line 216	• 60 minute frequencies • Eliminate Ohlone College and terminate at Siliman Center
Line 232	• 60 minute frequencies • Eliminate Ohlone College and terminate at Siliman Center
Line 242	• Eliminate route. Lines 200 and 216 cover all segments.
Line 251	• 60 minute frequencies • Eliminate Ohlone College and terminate at Siliman Center • Reduce span by one hour in the morning
Line 264	• Eliminate weekend service. Lines 200, 232 and 251 cover all segments.
Line 332	• Eliminate route • Lines 216, 232 and 200 cover all segments
Line 345	• Eliminate route • Lines 200, 232 and 251 cover all segments. Line 200 provides a more frequent route for the weekend service
Line 350	• Eliminate route • See Line 212 above • New routing fully eliminates Grimmer Boulevard segment, but this affects very few passengers

The Restructuring Plan would not result in new service on street segments not previously served by AC Transit buses.

Summary of Bus Usage and Service Hour Changes

Overall, as shown in the proposed Restructuring Plan worksheets in Appendix A, Daily Hours for the affected routes under the proposed plan would increase from approximately 482 daily hours to 506 daily hours on weekdays and approximately 357 to 369 daily hours on weekends, increases of less than one half of one percent (0.5%) in both cases. This means that service would be more efficient, serving more passengers while the time that buses would be in operation, including their hours in motion, would rise only slightly.

Those lines that would be modified (as opposed to eliminated) would generally have the same hours of operation as they do currently, as shown in the attached proposed Restructuring Plan

worksheets (Appendix A to this document). Line M and Line 85 (weekday), and Line 251 (weekend) would have fewer morning and evening hours. The weekday hours of operation would be increased for Line 212 (ending at 11:00 PM rather than 9:00 PM), Line 275 (ending at 8:00 PM rather than 7:30 PM), and Line 85 (starting at 5:30 AM rather than 6:00 AM).

Summary of Ridership Projections

On weekdays, proposed route or route segment eliminations would affect approximately 500 passenger trips. However, nearly half of all these trips would be able to transfer to other lines or walk 10 minutes or less to reach their stop. This amounts to just under 400 passenger trips in District 2, which is less than 5% of all District 2 ridership. One hundred passenger trips would be affected in Central County. For weekend trips, staff estimates that proposed weekend changes would affect fewer than 200 passenger trips, less than 3% of District 2 weekend ridership.

Most frequency changes would result in increased frequency, specifically on Lines 99, 200 and 275; however, there would be reductions in frequency along small segments of Line 68 and on Paseo Padre Parkway between Decoto Road and Newark Boulevard.

Creating a consistent weekday span of 6:00 AM to 8:00 PM across all local routes would eliminate a handful of early and late trips. Line 200 would replace the late night 333 flex service, which would provide a consistent route into the late evening. This would cover most of the flex area previously served, yet, inevitably, this would eliminate service to some previously served areas.

Vehicle Type

The District will consider improving the efficiency of the Plan even further by investigating smaller vehicle use. Vans with a 24-passenger capacity are cheaper to operate than a 30-foot bus and considerably cheaper to purchase. Fuel efficiency is estimated at 10 miles per gallon versus an estimated 4 miles per gallon on a bus. In addition, smaller vehicles are better perceived by the public in less dense areas with less ridership demand; have a reduced impact on traffic circulation; and generate less noise and fewer emissions. Moreover, they provide the flexibility to eventually travel into neighborhoods and streets where our current fleet cannot go. Staff will conduct a separate study to investigate the loads on District 2 routes and determine which routes would be appropriate for smaller vehicles. Nevertheless, use of standard 30- and 40-foot buses was assumed in this environmental document in order to present a conservative impact analysis.

Bus Stop Installation and Removal

The Restructuring Plan would eliminate some routes and increase service and efficiency on others. This may require removal or relocation of bus stops, or construction of new bus stops, in limited locations. AC Transit installs pole-mounted signs at bus stops; no additional bus stop amenities such as benches or shelters are proposed by AC Transit as part of the Project. The precise number of new, relocated or removed bus stops would be determined as part of the implementation phase of the Restructuring Plan.

9. Surrounding land uses and setting

AC Transit is one of the largest public bus services in California. The AC Transit service area encompasses approximately 364 square miles in Contra Costa (West County) and Alameda counties along the east shore of the San Francisco Bay. Service extends from the El Sobrante area in the north to the City of Fremont in the south, and includes the developed portions of the coastal foothill range. AC Transit's service area is predominantly developed. Principal cities in the service area include Alameda, Albany, Berkeley, El Cerrito, Emeryville, Fremont, Hayward, Newark, Oakland, Piedmont, Richmond, San Leandro, and San Pablo. Additional major unincorporated areas include Ashland, Castro Valley, Cherryland, El Sobrante, Fairview, Kensington, Irvington, North Richmond, and San Lorenzo. Figure 1 shows the regional location of the AC Transit service area and the focus area for the routes affected by the proposed Project.

Figure 2 shows the existing AC Transit route network. The approximately 689 buses and paratransit vehicles in the AC Transit network operate on approximately 114 lines throughout the East Bay and into San Francisco. The system primarily serves East Bay travel needs, and also serves downtown San Francisco via the Bay Bridge, and Foster City and San Mateo via the San Mateo Bridge. AC Transit buses connect with nine other public and private bus systems, 21 BART stations, six Amtrak stations, and three ferry terminals. On an average weekday, AC Transit serves over 200,000 passengers, including approximately 60,000 students and 14,000 transbay commuters.

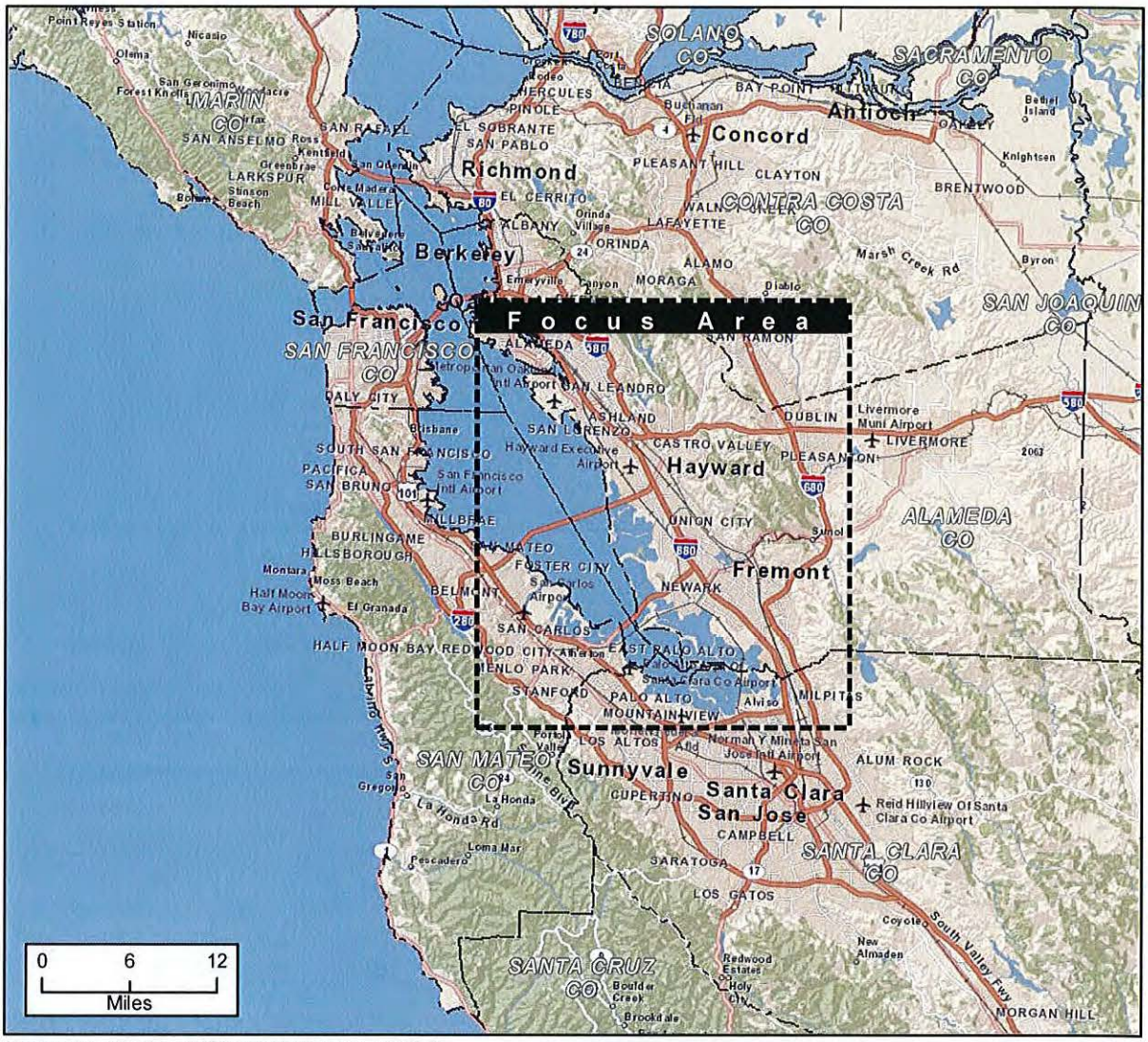
The proposed Project would affect bus service primarily in the cities of Hayward, Fremont, Newark and Union City, and unincorporated developed areas of Alameda County north of these cities. Two transbay lines to western San Mateo County - Line M and Line DA - would also be affected (see Table 1). The affected bus routes operate in developed areas and on developed, paved streets. These streets are bordered by a variety of land uses, including residential, commercial, industrial, institutional and recreational uses and development.

The new streets that have not been previously served by AC Transit buses are all in the City of Hayward, and may be characterized as follows:

- Fletcher Lane between Mission Boulevard and Watkins Street. Two lanes bordered by commercial development.
- Watkins Street between Fletcher Lane and D Street. Two lanes bordered by commercial and residential development, and the Hayward Public Library, main branch.
- A Street between Foothill Boulevard and Mission Street. Four lanes bordered by commercial development.
- Main Street between C Street and A Street. Four lanes bordered by commercial development.

Figure 3 (a and b) shows existing conditions on selected blocks within these segments.

10. Other public agencies whose approval is required: None.



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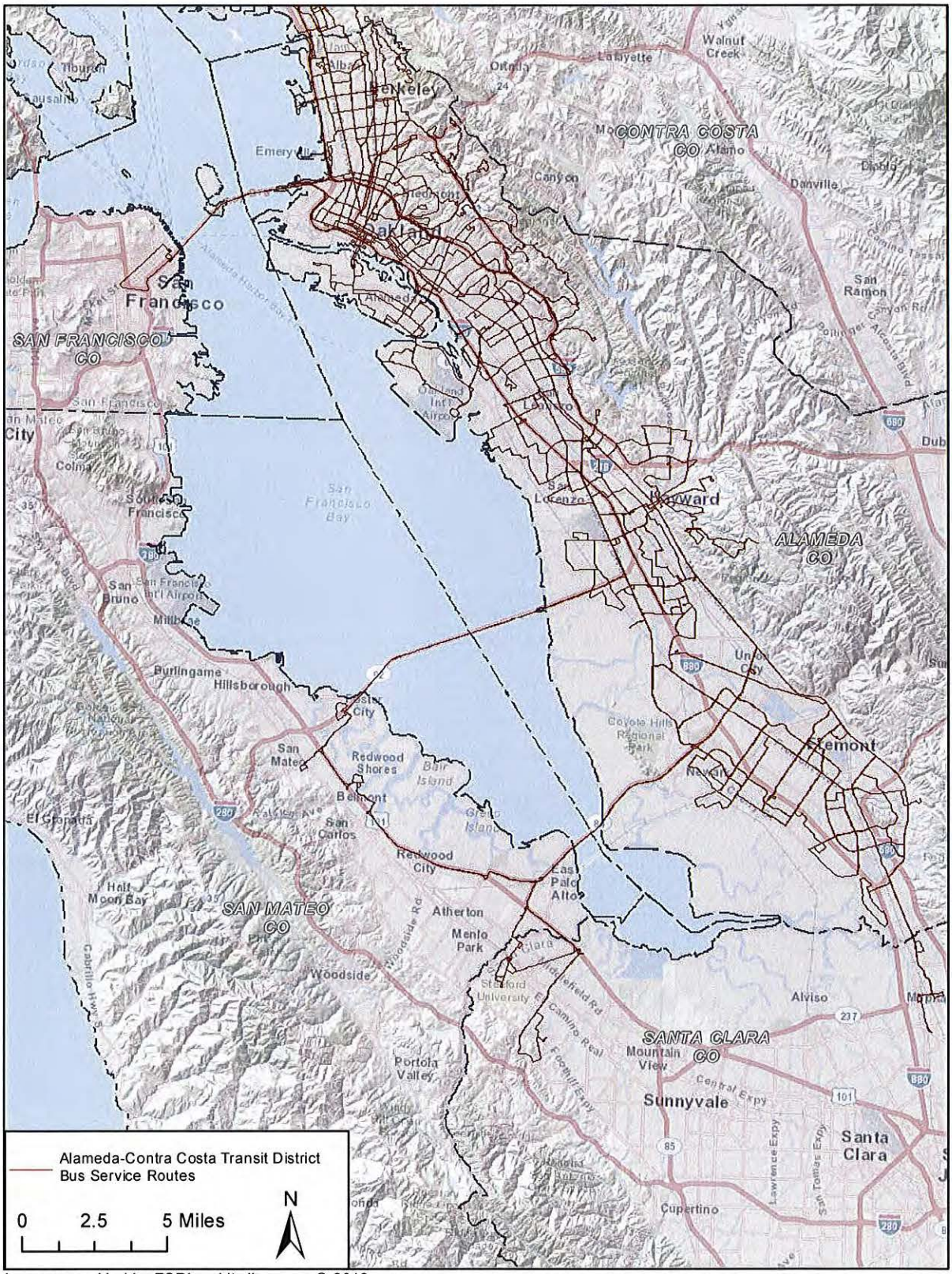
N

★ Project Location

Regional Location

Figure 1

AC Transit District



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Additional data from the Alameda-Contra Costa Transit District, 2013.

AC Transit Route Network — Figure 2

Photo 1 - View of Watkins Street between D Street and Jackson Street, looking southeast.

Photo 2 - View of Watkins Street between D Street and Jackson Street, looking west.

Existing Conditions -
Selected New Segments in Downtown Hayward

Figure 3a

Photo 3 - View of Watkins Street between D Street and Jackson Street, looking west.

Photo 4 - View of Main Street between B Street and C Street, looking southeast.

Existing Conditions -
Selected New Segments in Downtown Hayward

Figure 3b

ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below, if checked, would be potentially affected by this Project, involving at least one impact that is "Potentially Significant" or "Potentially Significant Unless Mitigation Incorporated" as indicated by the checklist on the following pages. It should be noted that the draft Initial Study did not identify any impacts that would be potentially significant or potentially significant unless mitigation incorporated.

☐ Aesthetics	☐ Agriculture and Forest Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation:

☒ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

David A. Wolf, General Counsel
AC Transit District

Date

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. **AESTHETICS** – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

a. Physical improvements associated with the proposed Project would be limited to existing developed street corridors. Bus stop amenities would be limited to standard sign poles. These signs are a component of the urban street furniture and consistent with the visual scape within the affected area. Operations would comprise transit vehicle operations on the existing streets. In some locations, views of historic buildings or natural features such as the coastal foothills may be available from streets served by modified bus routes. It is unlikely that new bus stop poles would change the existing visual appearance of the streetscape, and their size and spacing would not block scenic views for more than a fraction of a second to passersby. **No impact would occur.**

b. The designated or eligible scenic highways nearest to the improvements are segments of Interstates 80, 580 and 680 within Alameda County. No physical improvements associated with the proposed Project would occur in these areas. Further, installation of bus stop poles would occur on existing sidewalks. No grading, tree removal or other modifications to the existing visual landscape would be required. **No impact** would occur relative to this issue.

c. Transit operations associated with the proposed Project would include use of developed street corridors by transit vehicles and installation of bus stop poles in select areas. Transit operations currently occur throughout the area affected by the proposed Project. Transit service would be eliminated or reduced in some areas and added or expanded in others. The operation of transit vehicles and installation of bus stop poles, while a slight modification from the existing condition in some areas, would be consistent with the existing visual context of the developed street corridors. Project implementation would incrementally change the existing visual appearance of the streetscape in limited locations, but would be in character and consistent with the streetscape setting. Thus, transit operations would not result in adverse changes to visual character or quality. **No impact** would occur.

d. Lighting associated with the Project would be limited to transit vehicle headlights. Sources of light and glare currently exist within the area affected by the proposed Project, particularly along the street corridors served. These include residential, commercial and industrial land uses, street lights, security lighting, and vehicle lights on and adjacent to roadways. Transit operations would add the lights of transit vehicles; however, the addition of these lights to the overall context of the existing developed streets would create **no impact**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:				
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES --				
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

a. Proposed Project improvements would occur within or adjacent to already developed street corridors. There is no Prime Farmland, Unique Farmland or Farmland of Statewide Importance located within areas where transit operations or the installation of bus stops would occur. Thus, the proposed Project would not convert agricultural resources to non-agricultural use and there would be **no impact**.

b. The proposed Project would be constructed within areas designated for development, with existing roadways, and in designated transit corridors. No conflict with existing zoning for agricultural use, or a Williamson Act contract would occur and there would be **no impact.**

c. The proposed Project improvements would occur within developed areas including roadway corridors. There are no lands zoned for forest land, timberland, or timberland zoned as Timberland Production within or in the vicinity of the proposed Project. The proposed Project would not conflict with existing zoning or cause rezoning of forest land or timberland. **No impact** would occur.

d. Proposed Project improvements would be constructed within developed areas including roadway corridors. There are no forest lands within or adjacent to the area affected by the proposed Project. The proposed Project would not result in the loss of forest land or cause conversion of forest land to non-forest use and there would be **no impact**.

e. The proposed Project improvements would occur within developed areas, including roadway corridors. There are no lands zoned for farmland use within or in the vicinity of the proposed Project. The proposed Project would not involve changes in the existing environment which, due to their location or nature, would result in the conversion of farmland to non-agricultural use. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. **AIR QUALITY** -- Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

Air Quality Standards and Attainment

Alameda County is located within the San Francisco Bay Area Air Basin (the Basin), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). As the local air quality management agency, the BAAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards.

Depending on whether or not the standards are met or exceeded, the Basin is classified as being in "attainment" or "nonattainment." Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. The BAAQMD is in non-attainment for the state and federal ozone standards, the state and federal $PM_{2.5}$ (particulate matter up to 2.5 microns[1] in size) standards and the state PM_{10} (particulate matter up to 10 microns in size) standards and is required to prepare a plan for improvement (Bay Area Air Quality Management District, May 2013). The health effects associated with criteria pollutants for which the Basin is in non-attainment are described in Table 2.

[1] *One micron equals one-millionth of a meter; i.e. 10^{-6}*

Table 2
Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM_{10})	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma).[a]
Suspended particulate matter ($PM_{2.5}$)	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children, such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma.[a]

Source: U.S. EPA, 2013.
[a] More detailed discussions on the health effects associated with exposure to suspended particulate matter can be found in the following documents: Office of Environmental Health Hazard Assessment, Particulate Matter Health Effects and Standard Recommendations, May 9, 2002; and EPA, Air Quality Criteria for Particulate Matter, October 2004.

Air Quality Management

The Bay Area 2010 Clean Air Plan (CAP) provides a plan to improve Bay Area air quality and protect public health. The legal impetus for the CAP is to update the most recent ozone plan, the Bay Area 2005 Ozone Strategy, to comply with state air quality planning requirements as codified in the California Health & Safety Code. Although steady progress in reducing ozone levels in the Bay Area has been made, the region continues to be designated as non-attainment for both the one-hour and eight-hour state ozone standards as noted previously. In addition, emissions of ozone precursors in the Bay Area contribute to air quality problems in neighboring air basins. Under these circumstances, state law requires the CAP to include all feasible measures to reduce emissions of ozone precursors and reduce transport of ozone precursors to neighboring air basins (BAAQMD, September 2010).

In 2006, the U.S. EPA tightened the national 24-hour $PM_{2.5}$ standard regarding short-term exposure to fine particulate matter from 65 $\mu g/m^3$ (micro-grams per cubic meter) to 35 $\mu g/m^3$. Based on air quality monitoring data for years 2006-2008 showing that the region was slightly above the standard, U.S. EPA designated the Bay Area as non-attainment for the 24-hour national standard in December 2009. This triggered the requirement for the Bay Area to prepare a State Implementation Plan (SIP) submittal to demonstrate how the region would attain the standard. However, data for both the 2008-2010 and the 2009-2011 cycles showed that Bay Area $PM_{2.5}$ levels currently meet the standard. On October 29, 2012, the U.S. EPA issued a proposed rule-making to determine that the Bay Area now attains the 24-hour $PM_{2.5}$ national standard. Based on this, the Bay Area is required to prepare an abbreviated SIP submittal which includes

an emission inventory for primary (directly-emitted) $PM_{2.5}$, as well as precursor pollutants that contribute to formation of secondary PM in the atmosphere; and amendments to the BAAQMD New Source Review (NSR) to address $PM_{2.5}$ (adopted December 2012)[2]. However, key SIP requirements to demonstrate how a region will achieve the standard (i.e. the requirement to develop a plan to attain the standard) will be suspended as long as monitoring data continues to show that the Bay Area attains the standard.

In addition to preparing the "abbreviated" SIP submittal, the BAAQMD has prepared a report entitled "Understanding Particulate Matter: Protecting Public Health in the San Francisco Bay Area" (2012). The report will help to guide the BAAQMD's on-going efforts to analyze and reduce PM in the Bay Area in order to better protect public health. The Bay Area will continue to be designated as "non-attainment" for the national 24-hour $PM_{2.5}$ standard until such time as the Air District elects to submit a "redesignation request" and a "maintenance plan" to the U.S. EPA, and the U.S. EPA approves the proposed redesignation.

Air Emission Thresholds

On March 5, 2012 the Alameda County Superior Court issued a judgment finding that the BAAQMD had failed to comply with CEQA when it adopted the thresholds contained in the BAAQMD's 2010 CEQA Guidelines (BAAQMD Homepage, accessed May 2013). As such, lead agencies need to determine appropriate air quality thresholds of significance based on substantial evidence in the record. Lead agencies may rely on the BAAQMD's CEQA Guidelines (updated May 2011) for assistance in calculating air pollution emissions, obtaining information regarding the health impacts of air pollutants, and identifying potential mitigation measures. However, the BAAQMD has been ordered to set aside the thresholds and is no longer recommending that these thresholds be used as a general measure of a project's significant air quality impacts. Lead agencies may continue to rely on the BAAQMD's 1999 Thresholds of Significance and to make determinations regarding the significance of an individual project's air quality impacts based on substantial evidence in the record for that project.

For this Initial Study, AC Transit has determined that the BAAQMD's significance thresholds in the updated May 2011 CEQA Guidelines for project operations within the San Francisco Bay Area Air Basin are the most appropriate thresholds for use in determining air quality impacts of the proposed Project. These thresholds are lower than the 1999 BAAQMD thresholds, and thus use of the thresholds in the May 2011 CEQA Guidelines is more conservative. Therefore, these thresholds are considered reasonable for use in this Initial Study.

Table 3 presents the significance thresholds for operational-related criteria air pollutant and precursor emissions being used for the purposes of this analysis. These represent the levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the Basin's existing air quality conditions.

[2] *PM is made up of particles that are emitted directly, such as soot and fugitive dust, as well as secondary particles that are formed in the atmosphere from chemical reactions involving precursor pollutants such as oxides of nitrogen (NO_x), sulfur oxides (SO_x), volatile organic compounds (VOCs), and ammonia (NH_3).*

Table 3
Thresholds of Significance for Operational-Related Criteria Air Pollutants and Precursors

Pollutant/ Precursor	Maximum Annual Emissions (tpy)	Maximum Annual Emissions (lb/day)
ROG	10	54
NO_X	10	54
PM_{10}	15	82
$PM_{2.5}$	10	54

Source: Table 2-2, Bay Area Air Quality Management District, CEQA Air Quality Guidelines, May 2011.

Notes: tpy = tons per year; lb/day = pounds per day; NO_X = oxides of nitrogen; $PM_{2.5}$ = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM_{10} = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; ROG = reactive organic gases; tpy = tons per year.

For the purposes of this analysis, the proposed Project would result in a significant impact if construction emissions would exceed any of the following thresholds:[3]

- 54 pounds per day of ROG
- 54 pounds per day of NO_x
- 82 pounds per day of PM_{10}
- 54 pounds per day of $PM_{2.5}$

In addition, a significant air quality impact would occur if the project design or project construction does not incorporate control measures recommended by the BAAQMD to control emissions during construction (as listed in Table 8-1 of the BAAQMD CEQA Guidelines). It should be noted that no construction is proposed as part of the Project, other than installation of new bus stop poles in limited locations.

a. Vehicle use, energy consumption, and associated air pollutant emissions are directly related to population growth. A project may be inconsistent with the applicable air quality plan (i.e., the 2010 CAP), if it would result in either population or employment growth that exceeds growth estimates included in the 2010 CAP. Such growth would generate emissions not accounted for in the applicable air quality plan emissions budget. Therefore, projects need to be evaluated to determine whether they would generate population and employment growth and, if so, whether that growth would exceed the growth rates included in the applicable air quality plan.

The proposed Project is intended to 1) increase productivity and grow ridership in Central and South Alameda County and 2) respond to requirements to re-route service to four new street segments resulting from the City of Hayward's Route 238 Mission Corridor Improvement Project. Given the nature of the proposed Project, it would not substantially induce population growth directly as it does not include or directly facilitate provision of housing. In addition, the proposed route changes generally direct service to more productive segments of the route

[3] *Note the thresholds for PM_{10} and $PM_{2.5}$ apply to construction exhaust emissions only.*

network and eliminate segments that are either underperforming or are adjacent to unproductive land uses. The proposed route restructuring would better serve the existing population in the County. In addition, a substantial change in employment at AC Transit would not occur; therefore, the proposed Project would not induce employment growth beyond the forecasts in the 2010 CAP. Finally, the proposed Project would be consistent with Transportation Control Measure 3 in the Bay Area 2005 Ozone Strategy, which aims to improve area wide transit service to ultimately increase ridership. As discussed under Item XVI, *Transportation/Traffic*, the expected increase in transit ridership associated with the increased service on more productive lines would range from a low of about 470 passengers to a high of 660 passengers on weekdays. As a result, impacts related to conflict or obstruction of applicable air quality plans would be **less than significant.**

b, c. Emissions generated by the proposed Project would include temporary construction emissions during installation and removal of bus stop poles, and long-term operational emissions. Impacts related to operational and construction emissions are discussed below.

Operational Emissions

As discussed in the Project Description, the proposed Project is anticipated to increase local bus service by approximately 24.4 hours on the weekdays and 11.5 hours on the weekends. These represent a 0.4% increase in total daily hours across all AC Transit routes affected by the proposed Project on both weekdays and weekends. As a result, the proposed Project would incrementally increase the number of vehicle-miles-traveled (VMT) by diesel-powered buses and associated air pollutant emissions.

The proposed network of routes, increased service frequency and span of service, and other elements of the proposed Restructuring Plan are anticipated to increase ridership along some routes within the service area, though the size of this increase could range in magnitude (as shown in Tables 5 and 6 in Appendix D), resulting in a corresponding shift from automobiles to public transit buses. However, as also shown in tables 5 and 6 in Appendix D, approximately 500 weekday and 160 weekend riders would be affected by the eliminated route segments in the Central and South Alameda County service area. Even accounting for those riders affected by reduced service, the net change in auto trip-making resulting from the service changes would be positive, i.e. fewer auto trips. (The provision of service on alternate streets in the City of Hayward is not anticipated to result in a shift in ridership between transit and auto travel.) As such, the estimated net decrease in number of auto-trips combined with the incremental increase in bus service hours across the service area would not result in an exceedance of any air quality standard or contribute to a projected air quality violation.

Construction Emissions

As discussed above under Project Description, the routing change and service to new streets would involve removal or relocation of bus stop poles, or installation of new bus stop poles, in limited locations. As described previously, bus stop amenities in the service area generally consists of a single sign pole. Installation and removal of these poles requires minimal ground disturbance and construction activities. As a result, the installation or removal of bus stop poles would result in a **less than significant impact** related to criteria air pollutant and precursor emissions. In addition, if applicable, the emission control measures included in Table 8-1 of the

BAAQMD CEQA Guidelines (May 2011) would be required and would further reduce air emissions during construction activities.

d. The proposed Restructuring Plan would increase diesel powered bus service, including frequency, on a number of routes within the core network. In addition, the Route 238 project would introduce service on four street segments in the City of Hayward not previously served by bus routes. The change in the number of bus trips as a result of the Restructuring Plan is shown in Table 4. Table 5 shows the shift in bus volumes associated with the Route 238 project. As shown, the change in bus trips along these routes would range from an increase of 86 to a decrease of 34 trips per day.

Table 4
Change in Number of Bus Trips by Route – Restructuring Plan

Route	Number of Daily Trips – Weekday			Number of Daily Trips – Weekend		
	Existing	Restructuring	Net Change	Existing	Restructuring	Net Change
68	30	0	-30	11	0	-11
85 [a]	30	30	0	26	26	0
99	69	106	+37	56	74	+19
200 [b]	0	86	+86	0	50	+50
210	69	69	0	52	54	+2
212 [c]	60	70	+10	0	50	+50
215	38	38	0	0	0	0
216	30	30	0	0	26	+26
217	72	72	0	37	38	+1
232 [d]	30	30	0	0	26	+26
242	34	0	-34	25	0	-25
251	28	0	-28	27	26	-1
264	30	0	-30	0	0	0
275	23	38	+15	0	0	0
332	0	0	0	26	0	-26
333	12	0	-12	0	0	0
345	0	0	0	28	0	-28
350	0	0	0	27	0	-27
391 (TF only) [e]	2.4	0	-2.4	0	0	0
DA	6	0	-6	0	0	0
M to Hillsdale only	34	18	-16	0	0	0
M to Oracle	15	0	-15	0	0	0

Notes: (a) A new longer version of route 85 will run on weekdays

(b) Rte 200 will run to Silliman Center all day on the weekend, to Pacific Research Center during weekday peaks

(c) A short version of Rte 212 will run on weekends (currently weekday only)

(d) Rte 232 will not go to Ohlone College on weekends

(e) Rte 391 currently runs 2 days/week, 6 trips/day, for a total of 12 trips/week or 2.4 trips/day

Source: AC Transit, 2013

Table 5
Change in Number of Bus Trips by Road Segment – Route 238

Affected Routes	New Segment	Eliminated Segment	Shift in Weekday Bus Volumes
22, 99, 801	Watkins St (NB) between B St and C St	Mission Blvd (NB) between B St and C St	75
		B St (WB) between Mission Blvd and Watkins St	
99, 801	Watkins St (NB) between C St and D St	Mission Blvd (NB) between C St and D St	40
22, 99, 801	Watkins St (NB) between D St and Fletcher Ln	Mission Blvd (NB) between D St and Fletcher Ln	75
	Fletcher Ln (WB) between Watkins St and Mission Blvd		
48	A St (WB) between Mission Blvd and Foothill Blvd	B St (WB) between Mission Blvd and Foothill Blvd	15
	Mission Blvd (SB) between A St and B St	Foothill Blvd (SB) between A St and B St	15
93, 99, 801	C St (EB) between Mission Blvd and Main St	Mission Blvd (NB) between A St and C St	55
	Main St (NB) between C St and A St		
	A St (WB) between Main St and Mission Blvd		

Source: Fehr & Peers and AC Transit, 2012 and 2013

While many of the roadways which would experience increased bus service consist of major arterials, some extend through residential areas, such as the newly served segment along Watkins Street in the City of Hayward. Buses using these roadways would emit diesel exhaust particulates, along these routes. Localized increases in air contaminants along these roadways would be an adverse effect of the Project, particularly to residential land uses, where exposure periods are longer (U.S. EPA, 2002). However, other roadways, such as those along eliminated Route 242, would experience a reduction in particulate emissions due to the removal of bus trips.

The proposed Project is anticipated to increase local bus service by approximately 24.4 hours on weekdays and 11.5 hours on weekends. These represent a 0.4% increase in total daily hours across all AC Transit routes on both weekdays and weekends. As a result, the proposed Project would incrementally increase the amount of diesel exhaust particulates along affected roadways. While adverse, this effect would be less than significant given the fact that buses are not stationary sources and instead travel throughout the region over the course of a day. As a result, the amount of particulate matter would not be concentrated in any specific areas, but dispersed by both the movement of the bus and other vehicles on the road, as well as wind.

Based on AC Transit data, particulate matter emissions for the fleet are below ARB requirements (AC Transit, 2005). AC Transit has installed exhaust-after-treatment traps in all of its older buses. These traps not only reduce particulate pollution by 85%; they also reduce nitrogen oxide emissions by an additional 25-30% and hydrocarbons and carbon monoxide by up to 90%. This retrofit program assisted AC Transit in achieving a 95% reduction in particulate matter over the last ten years (AC Transit, 2013).

In addition, AC Transit is currently undertaking a number of emission reduction measures and sustainability initiatives to reduce air emissions from its vehicle fleet, including participation in a regional demonstration program using fuel cell buses, with plans to expand the use of fuel cell buses in the AC Transit fleet in the future. In addition to the greenhouse gas reduction benefits of fuel cell buses, studies have shown that use of hydrogen fuel instead of fossil fuels can improve ambient air quality (Wang, 2008). Other planned initiatives include the introduction of diesel-electric hybrid buses in the future and implementation of a comprehensive State of Good Repair Program (AC Transit, 2011), both of which would reduce diesel exhaust emissions compared to traditional fleet vehicles.

Based on the discussion above, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations and impacts would be **less than significant**.

e. In 2002, AC Transit switched to an ultra-low sulfur fuel (15 ppm). According to the California Air Resources Board, this shift, along with improved exhaust after-treatment, results in a 76% average reduction in hydrocarbon emissions, a 29% average reduction in carbon monoxide emissions, and a 29% average reduction in particulate matter emissions. Use of this fuel, along with ongoing AC Transit initiatives to test and utilize other types of low emission fuels (e.g. biodiesel), reduces the potential for odor impacts along both existing routes and new street segments to be served by bus service as part of the proposed Project. Therefore, **no impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the project:				
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a. The proposed Project improvements would occur within roadway corridors within developed areas. No biological habitats that would support any species identified as a candidate, sensitive, or special status species would be affected by Project improvements. **No impact** to these resources would occur as a result of Project implementation.

b. The proposed Project improvements would occur within roadway corridors within developed areas. No riparian areas or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by CDFW or USFWS in the area affected by the proposed Project would be affected by Project implementation. **No impact** to these resources would occur as a result of Project implementation.

c. The proposed Project improvements would occur within roadway corridors within developed areas. No known federally protected wetlands as defined by the Section 404 of the Clean Water Act would be affected by Project implementation. **No impact** to wetland resources would occur as a result of Project implementation.

d. No established native resident or migratory wildlife corridors have been identified in or within proximity to the study area. Thus, construction and operation of the proposed Project would not substantially interfere with the movement of any native or resident migratory

species or their corridors, or impede the use of known native wildlife nursery sites. There would be **no impact.**

e. The proposed Project would not impact environmentally sensitive biological resources; thus, implementation would not conflict with local policies or ordinances targeting these resources. The proposed Project would not require the removal of trees or otherwise impact trees; thus, tree preservation ordinances or policies would not apply and there would be **no impact.**

f. Proposed Project improvements would occur within developed roadway corridors. No improvements are programmed for areas containing biological resources; thus, while improvements may occur within conservation plan boundaries, no resources managed by conservation plans would be adversely affected and there would be **no impact**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

a. Historical resources include, but are not limited to buildings, structures, historic districts, or other objects of historical archaeological, scientific, educational, cultural, architectural, aesthetic, or traditional significance. Service changes and installation or removal of bus stop poles would occur within previously developed roadway corridors. The area where improvements would occur comprises paved sidewalks and road shoulders. Thus, construction of the proposed Project improvements would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5 and there would be **no impact**.

b. The area affected by the proposed Project is comprised of developed roadway corridors. Resources that may have occurred in the area would have been removed or destroyed as a result of past construction activities. Therefore, **no impact** to archaeological resources caused by proposed physical Project improvements would occur.

c. Implementation of the proposed Project would be result in new transit service or revisions to transit service within the proposed Project area. Improvements may include installation or removal of bus stop poles. Transit operation would use existing roadways; and thus, not result in ground disturbances or impacts to unique geological features that may contain paleontological resources. Pole installation would require drilling a hole in existing pavement or installing a small cement anchor in soil material. Because the area affected by the proposed Project is developed and construction activities would not require extensive excavation, **no impact** to paleontological or unique geological resources would occur.

d. As discussed above, the area affected by the proposed Project has been previously graded and developed. Physical improvements may require minor ground disturbance. However, no excavation beyond minor pavement disturbance would be required. Excavation would not extend below previously graded soil. There would be **no impact** in this regard.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the project:				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

The area that would be affected by the proposed Project is located in the Coast Range Geomorphic Province. This province is characterized by parallel northwest trending mountain ranges formed over the past 10 million years or less by active uplift related to complex tectonics of the San Andreas fault/plate boundary system. Portions of the proposed area affected by the proposed Project are located within proximity to the Hayward fault which is delineated pursuant to the Alquist-Priolo Act. The Hayward fault is a northwest trending fault that generally runs parallel to Mission Boulevard/Foothill Boulevard through east Hayward. Fault traces and other known faults, including the Calaveras fault, are located in the foothills east of Hayward. Because of seismic features within the overall area affected by the proposed Project, there is a potential for surface rupture to occur.

Other seismic hazards including liquefaction, related types of ground failure and landslides have the potential to occur in seismically active areas. According to the State Seismic Hazard Zone maps for the Hayward quadrangle, liquefaction hazards are present in the area affected by the proposed Project particularly along Foothill Boulevard. Liquefaction occurs when water saturated soils lose their cohesiveness during seismic events and become unstable. Expansive soils have shrink/swell properties that can contribute to differential settlement and surface anomalies. Landslides – slope failure - occur in areas with steep slopes. The Project Area is generally flat with little potential for slope failure.

a.i) As noted above, the Hayward fault is located in proximity to the area affected by the proposed Project. The scope of improvements are focused primarily on service changes with the addition (and removal in some cases) of bus stop poles. The proposed Project does not include the construction of habitable structures and would not otherwise increase exposure of people to existing fault rupture hazards. There would be **no impact.**

a.ii) Seismic events related to the Hayward fault or other trace faults in the area may result in strong seismic shaking. As discussed above, the proposed Project does not include the construction of habitable structures and would not otherwise increase exposure of people to existing ground shaking hazards. There would be **no impact.**

a.iii) The potential for liquefaction is present within the area affected by the proposed Project; however, all Project improvements would occur within developed roadway corridors. The scope of improvements is not expected to require excavation to depths where groundwater would be encountered or where groundwater could impact the integrity of the underlying soils.

The proposed Project does not include the construction of habitable structures and would not otherwise increase exposure to existing liquefaction hazards. There would be **no impact.**

a.iv) The affected streets generally lack steep slopes that are susceptible to slope failure. In addition, it is unlikely that Project-related improvements, limited to bus stop poles, would create conditions favorable to landslides. The proposed Project does not include the construction of habitable structures and would not otherwise increase exposure of people to existing landslide hazards. There would be **no impact.**

b) Improvements would be focused in developed roadway corridors. No grading would be required for installation of bus stop poles. This would typically be no more than a few square feet per improvement. There would be **no impact** associated with soil erosion or the removal of topsoil.

c) As discussed, the area affected by the proposed Project is susceptible to seismic events and related impacts. However, the proposed Project does not include the construction of habitable structures and would not otherwise increase exposure of people to existing geologic hazards. There would be **no impact.**

d) As discussed, the area affected by the proposed Project is susceptible to seismic events and related impacts, including expansive soils. The proposed Project does not include the construction of habitable structures and would not otherwise increase exposure of people to existing expansive soil hazards, and would not create substantial risks to life or property. There would be **no impact.**

e) No wastewater systems would be constructed as part of the proposed Project and no development or uses that would generate water demand or wastewater are proposed. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS - Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Pursuant to the requirements of SB 97, the Resources Agency adopted amendments to the *State CEQA Guidelines* for the feasible mitigation of GHG emissions and analysis of the effects of GHG emissions in March 2010. These guidelines are used in evaluating the cumulative significance of GHG emissions from the proposed Project.

The vast majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence on climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (State CEQA Guidelines, Section 15355).

The significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds, or consistency with a regional GHG reduction plan (such as a Climate Action Plan).

To date, the Bay Area Air Quality Management District (BAAQMD), the South Coast Air Quality Management District (SCAQMD), and the San Joaquin Air Pollution Control District (SJVAPCD) have adopted quantitative significance thresholds for GHGs. As noted previously on March 5, 2012 the Alameda County Superior Court issued a judgment finding that the BAAQMD had failed to comply with CEQA when it adopted the air quality and greenhouse gas emissions thresholds contained in the BAAQMD's CEQA Guidelines (Updated May 2011). The court did not determine whether the thresholds were valid on merit, but found that the adoption of the thresholds was a project under CEQA and therefore determined that the BAAQMD was required to conduct a CEQA analysis on the thresholds. In light of the court's order, lead agencies will need to determine appropriate air quality and GHG thresholds of significance based on substantial evidence in the record.

In 2011, AC Transit established a greenhouse gas reduction target of 15% below 2006 levels by 2020 and published a Climate Action Plan detailing the measures that would be implemented to achieve that target. Though AC Transit has adopted an overall GHG emissions reduction target, it has not adopted GHG thresholds for individual projects or plans. In the absence of other local GHG thresholds of significance, for this analysis the proposed project is evaluated based on its consistency with AC Transit's adopted Climate Action Plan as well as a project-based threshold of 4.6 metric tons CO_2e per service population (defined to include both residents and employees) per year. This is used for this analysis for the following reasons. First, this analysis examines impacts on a county-wide basis so a regional threshold may be more appropriate. Second, the 4.6 metric tons CO_2e per service population threshold was adopted by the BAAQMD as a quantitative GHG emissions threshold for project-level analysis (BAAQMD, 2011) prior to its being set aside by the courts. Third, the BAAQMD derived the recommended "efficiency" metric from statewide compliance with AB 32. Other air pollution control districts have also recommended similar "efficiency thresholds". For example, the San Luis Obispo County Air Pollution Control District recommends an efficiency threshold of 4.8 metric tons per person per year (SLO APCD, 2012). In addition, staff at the South Coast Air Quality Management District (SCAQMD) have proposed a project-level threshold of 4.8 metric tons CO_2e per service population (defined to include both residents and employees) per year for use in the South Coast region (SCAQMD, 2010).

Based on the above, the 4.6 metric tons CO_2e per person per year threshold was considered reasonable for use in this analysis. In addition, impacts would be significant if the proposed project would be inconsistent with the applicable GHG emissions reductions strategies in the AC Transit Climate Action Plan.

AC Transit has not adopted GHG thresholds of significance for construction emissions. BAAQMD also did not outline a quantitative threshold in its May 2011 guidance document; however, it did recommend that a Lead Agency make a determination on the significance of construction-generated GHG emission impacts in relation to meeting AB 32 GHG reduction goals, as required by Public Resources Code, Section 21082.2. In addition, the Lead Agency is encouraged to incorporate best management practices to reduce GHG emissions during construction, as feasible and applicable.

a. Project construction and operation would generate greenhouse gas (GHG) emissions through the burning of fossil fuels or other emissions of GHGs, thus potentially contributing to cumulative impacts related to global climate change.

Construction Emissions

Construction activities associated with the proposed Project would generate temporary GHG emissions during installation or removal of bus stop poles. However, as discussed above under Item III, *Air Quality*, construction activities would be limited to the removal or installation of bus stop poles in limited locations and over an extended period of time, and therefore the volume of emissions that would be generated by these activities would be minimal.

Operational Emissions

The intent of the proposed Project is to reduce the number of passenger car trips and increase bus ridership within the central and south Alameda County portion of the AC Transit service area. To achieve this increase in ridership, the proposed route restructuring would increase the number of daily hours that buses would be in operation from 482 hours to 506 hours on weekdays and 357 hours to 369 hours on weekends. These represent a 0.4% increase in total daily hours across all AC Transit routes on both weekdays and weekends. While this increase in daily hours would result in an increase in GHG emissions associated with bus operation, it would also result in an increase in transit ridership along routes with improved frequency and service span.

As discussed under Item XVI, *Transportation/Traffic*, there is potential for some new passenger vehicle trips to occur as a result of elimination of certain existing routes. However, as shown in tables 5 and 6 in Appendix D, even accounting for those riders affected by reduced service, the net change in auto trip-making resulting from the service changes would be positive, i.e. fewer auto trips. In addition, estimates of CO_2 emissions per passenger mile indicate that buses generate far fewer emissions per passenger mile than private vehicles at 53 g CO_2/passenger mile and 235 g CO_2/passenger mile, respectively (M.J. Bradley & Associates, 2007). Therefore, given the net reduction in auto-trips and replacement of those with bus transit trips, there would be an overall net decrease in CO_2 emissions as a result of the proposed Project restructuring. Impacts would be less than significant.

The provision of service on alternate streets in the City of Hayward is not anticipated to result in a shift in ridership between transit and auto travel.

b. The proposed Project would be generally consistent with applicable regulations, policies or plans addressing GHG reductions as discussed below.

The Association of Bay Area Governments and the Metropolitan Transportation Commission recently released the draft Plan Bay Area. Plan Bay Area is an integrated long-range transportation and land-use/housing plan that will support a growing economy, provide more housing and transportation choices, and reduce transportation-related pollution in the San Francisco Bay Area, in line with the requirements of SB 375. The draft Plan outlines a number of targets to be achieved by 2040, which are aimed at reducing carbon dioxide emissions. These include:

- **Target 1:** Reduce per-capita CO_2 emission from cars and light duty trucks by 15 percent; and
- **Target 9a:** Increase non-auto mode share by 10 percentage points (to 26% percent of trips).

The proposed Project would aid in achieving both of these targets by eliminating underperforming routes and increasing ridership on other routes in Central and South County service area, thereby increasing non-auto mode share. This would aid in reducing per-capita CO_2 emission from cars and light duty trucks.

The AC Transit Climate Action Plan (CAP), published in 2011, provides a roadmap for how AC Transit will reduce its carbon dioxide (CO_2) emissions in the coming years. The CAP provides an inventory of AC Transit's CO_2 emissions, describes performance metrics and CO_2 emission reduction targets, and provides a roadmap for reducing emissions through a combination of current and planned measures. The CAP sets a CO_2 emission reduction target of 15% (based on 2006 levels) by 2020 for three metrics:

- **Emissions per passenger miles traveled (PMT).** PMT represents the distance traveled by all passengers. Metric accounts for the combined effects of vehicle efficiency and changes in ridership. It measures operational efficiency and service effectiveness.
- **Emissions per vehicle miles traveled**. Measures operational efficiency and is sensitive to efforts to purchased lower-emission vehicles, switch to lower-carbon fuels, or facility energy efficiency improvements.
- **Emissions per revenue vehicle hour.** Measures operational efficiency and captures efforts to reduce deadheading and roadway congestion

The proposed Project would assist in reducing CO_2 emissions associated with passenger miles traveled by eliminating underperforming routes and increasing ridership on other routes in Central and South County service area, thereby increasing operational efficiency and service effectiveness.

In March 2006, the California Climate Action Team (CAT) published the Climate Action Team Report (the "2006 CAT Report") (CalEPA, 2006). The 2006 CAT Report identifies a recommended list of strategies that the State could pursue to reduce greenhouse gas emissions. The CAT strategies are recommended to reduce GHG emissions at a statewide level to meet the goals of the Governor's Executive Order S-3-05. These are strategies that could be implemented by various State agencies to ensure that the Governor's targets are met and can be met with existing authority of the State agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of

shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, etc.

The California Attorney General published, *The California Environmental Quality Act Addressing Global Warming Impacts at the Local Agency Level,* in 2008. This document provides information that may be helpful to local agencies in carrying out their duties under CEQA as they relate to global warming. Included in this document are various measures that may reduce the global warming related impacts of a project. Tables 6 and 7 illustrate that the proposed Project would be consistent with both the GHG reduction strategies set forth by the 2006 CAT Report and the 2008 Attorney General's Greenhouse Gas Reduction Measures.

Table 6
Proposed Project Consistency with Applicable Climate Action Team Greenhouse Gas Emission Reduction Strategies

Strategy	***Project Consistency***
California Air Resources Board	
Vehicle Climate Change Standards AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB in September 2004.	**Consistent** AC Transit buses used on public roadways would be in compliance with ARB vehicle standards that are in effect at the time of vehicle purchase.
Diesel Anti-Idling The ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling in July 2004.	**Consistent** Current State law restricts bus idling to 10 minutes or less when passengers are boarding or onboard. AC Transit buses are subject to this state-wide law.
Alternative Fuels: Biodiesel Blends ARB would develop regulations to require the use of 1 to 4% biodiesel displacement of California diesel fuel.	**Consistent** AC Transit has piloted the use of biodiesel fuel in its buses but has elected not to use biodiesel in its operations at this time due to lower fuel economy and higher fuel costs when compared to conventional diesel. However, use of biodiesel in AC Transit's operations will be reevaluate annually (at a minimum) (AC Transit, 2011).
Alternative Fuels: Ethanol Increased use of E-85 fuel.	**Consistent** AC Transit could choose to purchase flex-fuel vehicles and utilize this fuel once it is commercially available regionally and locally.
Heavy-Duty Vehicle Emission Reduction Measures Increased efficiency in the design of heavy duty vehicles and an education program for the heavy duty vehicle sector.	**Consistent** AC Transit buses on public roadways would be subject to all applicable ARB efficiency standards that are in effect at the time of vehicle manufacture.
Energy Commission (CEC)	
Fuel-Efficient Replacement Tires & Inflation Programs State legislation established a statewide program to encourage the production and use of more efficient tires.	**Consistent** AC Transit could purchase tires for its fleet that comply with state programs for increased fuel efficiency.
Alternative Fuels: Non-Petroleum Fuels Increasing the use of non-petroleum fuels in California's transportation sector, as recommended as recommended in the CEC's 2003 and 2005 Integrated Energy Policy Reports.	**Consistent** AC Transit could purchase alternative fuel vehicles and utilize these fuels once they are commercially available regionally and locally. AC Transit is participating in a regional pilot program for use of hydrogen fuel-cell buses.

Table 7
Proposed Project Consistency with Applicable Attorney General Greenhouse Gas Reduction Measures

Strategy	*Project Consistency*
Transportation-Related Emissions	
Diesel Anti-Idling Set specific limits on idling time for commercial vehicles.	**Consistent** Current State law restricts bus idling to 10 minutes or less when passengers are boarding or onboard. AC Transit buses are subject to this state-wide law.

In addition, AC Transit is currently undertaking a number of emission reduction measures and sustainability initiatives to reduce air emissions from its vehicle fleet, including participation in a regional demonstration program using fuel cell buses, with plans to expand the use of fuel cell buses in the AC Transit fleet in the future. In addition to the greenhouse gas reduction benefits of fuel cell buses, studies have shown that use of hydrogen fuel instead of fossil fuels can improve ambient air quality (Wang, 2008). Other planned initiatives include the introduction of diesel-electric hybrid buses in future and implementation of a comprehensive State of Good Repair Program (AC Transit, 2011), both of which would reduce diesel exhaust emissions compared to traditional fleet vehicles.

The proposed Project would aid in achievement of the targets included in both the recently published Draft Plan Bay Area RTP/SCS as well as the emission reduction targets in the AC Transit CAP (2011) as discussed above. In addition, the proposed Project would be consistent with the CAT strategies and measures suggested in the Attorney General's Greenhouse Gas Reduction Report as discussed in Tables 6 and 7. Therefore, the proposed Project would be consistent with the objectives of AB 32, SB 97, and SB 375 and would be consistent with applicable plans, policies and regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be **less than significant.**

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

a, b. The proposed Project would modify transit routes and service within the jurisdictions served by the affected routes and would involve the installation or removal of bus stop poles. No new maintenance facilities are proposed. Buses do use and carry diesel fuel, oil and other automotive chemicals, and chemicals are also used in bus maintenance. However, the use and handling of automotive chemicals would not be substantially increased with Project implementation, and existing maintenance facilities are required to comply with local, state and federal laws that regulate the handling and transportation of hazardous materials. Impacts would be **less than significant.**

c. Transit vehicles would operate within ¼ miles of existing or proposed schools; however, they would not involve the handling or transport of acutely hazardous materials, substances or waste. **No impact** would occur.

d. The proposed Project does not involve acquisition of any property or right-of-way. The primary action associated with the proposed Project would be modifications to existing transit service. All operations would occur within the existing roadway corridor. Where new bus stop poles are proposed, they would be installed within the existing sidewalk adjacent to the roadway, and would not require excavation substantially below the existing pavement or surface materials. There would be **no impact.**

e. Airports in proximity to existing and proposed service include Oakland International Airport and Hayward Executive Airport. The proposed Project would provide new or revised transit service within proximity of these airports. However, transit service would not create a safety hazard for people working or residing within proximity to any airports within the area affected by the proposed Project; there would be **no impact.**

f. There are no private airstrips within or in proximity to existing and proposed service area. No private airstrips would be affected by the proposed Project and there would be **no impact.**

g. The proposed Project would modify transit routes and service within the jurisdictions served by the affected bus lines. No existing access ways would be closed or changed. Bus frequency would not increase to the extent that buses would present an obstacle to emergency vehicles or evacuation. The Project would not create conditions that would adversely affect an adopted emergency response plan or emergency evaluation plan. **No impact** would occur.

h. The proposed Project would not create conditions that would expose people or structures to risk of loss, injury or death involving wildland fires. **No impact** would occur in this regard.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

a. The proposed Project would include use of transit vehicles and installation of bus stop poles. No new maintenance facilities are proposed. In addition, daily bus hours would increase by less than 1%, and maintenance activities and the use and handling of automotive chemicals involved would not be substantially increased with Project implementation. There would **no impact** on stormwater quality or discharge requirements.

b. No groundwater would be required to operate or maintain improvements to transit service or infrastructure associated with the proposed Project. There would be **no impact** to groundwater.

c. The proposed Project would modify transit routes and service on existing streets. No related Project improvements would alter existing drainage patterns on a specific site or otherwise affect the course of a stream or river in a manner that would result in substantial erosion or siltation on- or off-site. **No impact** would result.

d. Project-related improvements would occur within existing paved roadway corridors. No streams or rivers would be altered such that the rate or amount of surface runoff would result in flooding on- or off-site. There would be **no impact** to stream or river channels.

e. All improvements are expected to occur within existing paved roadway corridors. No new sources of runoff would be generated nor would existing runoff quantities increase. **No impacts** would occur.

f. Operation and maintenance of the proposed Project would include use of transit vehicles and their maintenance. Ongoing and future operation of transit vehicles would be a source of heavy metals, oil and grease. However, any material in stormwater runoff would be captured and treated using existing municipal stormwater systems. Existing maintenance facilities are required to comply with local, state and federal laws that regulate the handling and transportation of hazardous materials. The proposed Project would not substantially degrade water quality. **No impact** would occur.

g. All improvements are expected to occur within existing paved roadway corridors. No housing would be constructed as part of the proposed Project. **No impact** would occur.

h. All improvements would occur within existing paved roadway corridors. No structures would be placed in a 100-year flood hazard area that would impede or redirect flood flows. **No impact** would occur.

i. All improvements are expected to occur within existing paved roadway corridors in developed areas. Risk to loss, injury or death involving flooding resulting from a levee or dam failure would not increase from existing conditions. **No impact** would occur under this threshold.

j. All improvements are expected to occur within existing paved roadway corridors in developed areas. Operation of the proposed Project would not increase the potential for loss, injury or death from seiche, tsunami or mudflow. **No impact** would occur under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. LAND USE AND PLANNING -- Would the proposal:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

a. No new development, roads or other physical or regulatory features are proposed through established neighborhoods that would create a barrier or division in such areas. All new, realigned or otherwise modified bus routes and passenger facilities such as bus stop poles would be located on or directly adjacent to existing streets. The route Restructuring Plan and modified downtown Hayward routes would not result in physical division of an established community. The proposed Project would have **no impact** in this regard.

b. The proposed Route Restructuring Plan and modified downtown Hayward routes would affect bus service primarily in the cities of Hayward, Fremont, Newark and Union City, and in unincorporated developed areas of Alameda County north of these cities. Two transbay lines to western San Mateo County would also be affected (see Table 1). Consistency with general planning goals for the affected jurisdictions and with regional transportation planning is discussed below.

Local Plans and Policies

Alameda County and the affected cities all have general plan goals and policies that promote transit service and call for strategies to reduce traffic congestion and improve air quality. Selected overarching policies in this regard include:

- *Alameda County Circulation Element Goal 6.4-1*: Increase transit ridership and ridesharing with better service to residences, employment, schools, and medical services.
- *Alameda County Circulation Element Policy 6.4-1: Promote Transit Use.* Promote transit use and reduce reliance on the private automobile in order to reduce congestion, improve air quality, and improve the quality of life in Castro Valley.
- *Hayward General Plan Circulation Element Policy 1.2*: Support transportation plans that incorporate alternatives to automobile use.

- *Hayward General Plan Circulation Element Policy 6.1*: Promote improved transit service along higher density corridors, providing service frequencies of at least 15 minutes during peak hours in the densest corridors.
- *Newark General Plan Transportation Element Goal 2*: Promote the development and use of alternative modes of transportation.
- *Fremont Mobility Element Policy 3-2.6: Bus Service Improvements.* Achieve a level of public bus service that makes taking the bus a convenient, affordable, reliable, and safe alternative to driving.

AC Transit is the primary bus service provider to all of these jurisdictions, with the exception of Union City, which is mainly served by Union City Transit. The Central and South County Service Restructuring Plan is designed to improve network consistency, increase service frequencies, improve service span, create new markets, ensure adequate coverage, and increase overall productivity of bus service in the affected cities and Alameda County. In general, it would further the policies of the local agencies that call for increased opportunities for and efficiency of alternative transportation including public transit. Although these agencies have individual policies calling for specific service types and service to specific areas, the proposed Project would not conflict with these, as only underperforming routes or segments would be eliminated for the purposes of more efficient use of those resources.

As discussed in Section XVI, *Transportation/Traffic,* impacts related to traffic and circulation would be less than significant. Although some routes would be eliminated, leading to less convenient bus service for riders of those routes, the Restructuring Plan is designed to result in a net increase of transit opportunities on the most heavily used routes for a net improvement in transit service and ridership. The modified routes in Downtown Hayward respond primarily to roadway alignment changes in that City, rather than policy based or ridership/efficiency needs. The jurisdictions affected by the proposed Restructuring Plan and newly served street segments also have policies that are intended to protect residents from noise, traffic and air quality impacts. However, as discussed throughout this Initial Study, the changes would not result in significant environmental impacts or land use conflicts on the newly-served segments. Along routes and segments to be eliminated, the Project would result in an incremental improvement in the noise and air quality environment. In summary, the proposed Project would be generally consistent with the goals and policies of the adopted city and County general plans within the affected area. Although the proposed route restructuring Project serves essentially as a regional plan, it is designed to provide the most optimum, efficient and coordinated local bus service within the affected jurisdictions.

Regional Planning

The Alameda Countywide Transportation Plan (CWTP) is a long-range policy document that guides future transportation investments, programs, policies and advocacy for all of Alameda County through 2040. Rather than specific discrete policy statements, the plan describes the existing transit conditions and future trends, issues and challenges associated with transit. The plan identifies a need to balance projected increased transit demand with service enhancements; a need for improved connectivity; and a need for cost-effective solutions as key challenges. As the proposed Route Restructuring Plan intends to more efficiently use the District's resources to serve more riders and to improve BART connections, it generally addresses the identified needs. The Metropolitan Transportation Commission's Transportation

2035 Plan also calls for improved transit service through its program investments and vision for regional mobility. The plan does not include specific policy statements directly relevant to the level of route and schedule adjustments proposed in the Project; however, the proposed Project can be considered consistent with the plan's overall goals related to sustainability and mobility.

AC Transit Policy

The guiding AC Transit policy document is AC Transit Board Policy No. 550, Service Standards and Design Policy. The District's overall goal is provide service in an efficient, effective and equitable manner. Policy 550 establishes objectives relating to the design and allocation of services to develop a marketable and well-used transit system. As discussed in the Project Description, the main guidance for the proposed Restructuring Plan came from the guiding principles of Board Policy 550. The Plan also aims to achieve many of the goals of the District's Comprehensive Operations Analysis (COA), notably improving efficiency and productivity.

Regarding general land use compatibility, as a general rule, bus service is compatible with virtually all land uses by its nature. Proposed increases in frequency and hours under the Restructuring Plan would be modest and, as discussed throughout this Initial Study, would not result in significant environmental impacts. Newly served street segments in Hayward are primarily commercial in nature, and impacts would be less than significant in those locations as well, including the two blocks adjacent to residential uses and a public library. The proposed Project would not result in conflicts with land uses in proximity to the proposed service changes.

The proposed Route Restructuring Plan and service on new street segments in Hayward would not conflict with applicable land use plans, policies or regulations of the affected jurisdictions. There would be **no impact**.

c. No habitat conservation plans or natural community conservation plans restrict bus traffic or bus stop poles on the developed and paved roadways and sidewalks that would accommodate the proposed route changes. The proposed Project therefore has no potential to conflict with any such plans, and would have **no impact** in this regard.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

a. All improvements and service changes would occur within existing paved roadway corridors in developed areas. No new land would be paved or otherwise removed from the local mineral resource inventory. **No impact** to the availability of a known mineral resource would occur.

b. All improvements and service changes would occur within existing paved roadway corridors in developed areas. As discussed in Section X, *Land Use and Planning*, the proposed Restructuring Plan and service on new street segments in Hayward would not conflict with applicable land use plans, policies or regulations of the affected jurisdictions. Thus, no conflicts with the availability of locally important mineral resource recovery sites would occur and there would be **no impact.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?	☐	☐	☐	☒

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). Community noise levels usually change continuously during the day. The

equivalent sound level (Leq) is normally used to describe community noise. The Leq is the equivalent steady-state A-weighted sound level that would contain the same acoustical energy as the time-varying A-weighted sound level during the same time interval. For intermittent noise sources, the maximum noise level (Lmax) is normally used to represent the maximum noise level measured.

Noise levels over a given 24-hour period are generally described using the Day-Night Level (Ldn) descriptor. Ldn is the time average of all A-weighted sound levels for a 24-hour period with a 10 dBA adjustment (upward) added to the sound levels which occur in the nighttime period (10PM to 7AM). These penalties attempt to account for increased human sensitivity to noise during the quieter nighttime periods, particularly where sleep is the most probable activity.

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Noise-sensitive land uses typically include residences, hospitals, schools, guest lodging, libraries and certain types of recreational uses. Sensitive land uses, primarily residences, are located along many of the major thoroughfares within the Project Area. Generally, newer residences along these roads have been developed with setbacks and/or soundwalls; older residences along these roads are generally located closer to the road (typically within 50 feet of the roadway centerline) than the newer residences and were developed without soundwalls.

Noise from public transit buses is regulated by the State of California through enforcement of noise standards contained in the Motor Vehicle Code. The standard for buses over 10,000 pounds (gross vehicle weight) is 80 dBA at a distance of 50 feet from the centerline of the road (CVC, Article 2.5, Chapter 5, Division 12). Vehicle registration with the State Department of Motor Vehicles is the means through which the noise standard is enforced. However, recent research has shown that conventional bus noise levels may actually be incrementally lower, with measured pass-by sound levels of between 76 and 77 dBA (Rossa and Staiano, 2007).

The California Department of Health Services has established noise criteria for various land uses. Table 8, Land Use Compatibility for Community Noise Sources, on the following page identifies the typically acceptable limits of noise exposure for various land use categories. Table 8 shows that the noise exposure for residential land use is "normally acceptable" when the Ldn at exterior residential locations is equal to or below 60 dBA, "conditionally acceptable" when the Ldn is between 60 to 70 dBA, "normally unacceptable" when the Ldn is between 70 to 75 dBA, and "clearly unacceptable" when the Ldn is greater than 75 dBA. In general, Ldn increases of less than 3 dBA are not considered an adverse change in the environment, while an increase of between 3 and 5 dBA is generally considered to be an adverse impact. An increase in Ldn of 5 dBA or more is generally considered a significant impact. These guidelines apply to noise sources such as vehicular traffic.

Because of the logarithmic scale of the decibel unit, sound levels cannot be added or subtracted arithmetically. If a sound's physical intensity is doubled, the sound level increases by about 3 dB, regardless of the initial sound level. For example, 60 dB plus 60 dB equals 63 dB, 80 dB plus 80 dB equals 83 dB. However, where ambient noise levels are high in comparison to a new noise source, there will be a small change in noise levels. For example, 70 dB ambient noise levels are combined with a 60 dB noise source the resulting noise level equals 70.4 dB.

Noise that is experienced at any receptor can be attenuated by distance or the presence of noise barriers or intervening terrain. Sound from a single source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance. For acoustically absorptive, or soft, sites (i.e., sites with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dBA per doubling of distance is normally assumed. A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by this shielding depends on the size of the object, proximity to the noise source and receiver, surface weight, solidity, and the frequency content of the noise source. Natural terrain features (such as hills and dense woods) and human-made features (such as buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dB of noise reduction.

Table 8
Land Use Compatibility for Noise Environments

Land Use Category	Community Noise Exposure Level			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Low Density, Single-Family, Duplex, Mobile Homes	50-60	55-70	70-75	75-85
Residential – Multiple Family	50-65	60-70	70-75	70-85
Transient Lodging – Motel, Hotels	50-65	60-70	70-80	80-85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	80-85
Auditoriums, Concert Halls, Amphitheaters	NA	50-70	NA	65-85
Sports Arenas, Outdoor Spectator Sports	NA	50-75	NA	70-85
Playgrounds, Neighborhood Parks	50-70	NA	67.5-75	72.5-85
Golf Courses, Riding Stable, Water Recreation, Cemeteries	50-75	NA	70-80	80-85
Office Buildings, Business Commercial and Professional	50-70	67.5-77.5	75-85	NA
Industrial, Manufacturing, Utilities, Agriculture	50-75	70-80	75-85	NA

Source: Office of Noise Control, California Department of Health
Notes: NA - Not Applicable
Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements
Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Normally Unacceptable – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Clearly Unacceptable – New construction or development should generally not be undertaken.

a, c. The most pervasive and perceptible noise source in the service area is vehicular traffic noise on area streets and highways. The proposed Project would increase the frequency and service span on a number of local bus routes serving central and southern Alameda County and would also introduce new local service at other locations not presently served by AC Transit, including within the City of Hayward. Modification of the existing bus routes would redistribute bus operations from some road segments to other road segments. For those segments from which buses would be eliminated, the noise impact would be beneficial.

For those segments where new bus service is proposed and there is currently no bus service, or where an increase in frequency or operating hours along segments currently served by bus service, an incremental increase in noise would occur. Many of the affected road segments would extend through commercial or industrial areas, which are generally less sensitive to changes in ambient noise, and, on that basis, the increase in noise along those segments due to the Project would be less than significant.

Some of the affected road segments, however, extend through residential areas; for example the segment of Watkins Street between Jackson Street and Montgomery Avenue in Hayward. Parts of this stretch of roadway may experience up to 75 new bus trips per day. Bus service along these roadways would operate 24 hours per day, adding an estimated three to four buses per hour to these roadways.

The significance of the increase in noise due to the Project along the affected load segments would depend upon the number of bus pass-by events (or the net increase in such events if there is existing bus service) and the level of existing noise along those segments. Existing ambient noise levels for the area in and around the new streets to be served by bus service in Hayward is available in the EIR for the Route 238 Corridor Improvement Project. Ambient noise data included in that document shows that modeled noise levels in the vicinity generally range from about 60 dBA Ldn to 67 dBA Ldn, the lower noise levels present in residential areas and higher noise levels within more commercial environments.

To estimate the significance of the increase in noise along affected residential road segments the hourly Leq from buses alone was calculated using the Traffic Noise Model look-up table. At a distance of 32.8 feet, four buses traveling at speeds of 35 miles per hour would result in an hourly Leq of 51.2 dBA (see Appendix C). This Leq can then be added to the existing ambient Leq value to predict the net increase in noise due to the proposed Project (see Appendix C for the equation used). For this analysis a conservative estimate of 55 dBA Leq for daytime noise levels and 45 dBA Leq for nighttime noise levels was used to characterize existing noise levels within affected residential streets. Adding the estimated hourly Leq from the addition of four buses hourly over the 24-hour period would result in an estimated ambient noise level of just under 60 dBA Ldn along affected roadways, which would be considered normally acceptable under State guidelines. Therefore, impacts would be **less than significant.**

b. Ground vibration can result in effects ranging from annoyance of people to damage of structures. Varying geology and distance will result in different vibration levels containing different frequencies and displacements. In all cases, vibration amplitudes decrease with increasing distance from the vibration source.

As seismic waves travel outward from a source, they excite the particles of rock and soil through which they pass and cause them to oscillate. The actual distance that these particles move is usually only a few ten-thousandths to a few thousandths of an inch. The rate or velocity (in inches per second) at which these particles move is the commonly accepted descriptor of the vibration amplitude referred to as the peak particle velocity (ppv).

The potential for annoyance and physical damage to buildings from vibration is the primary issue associated with groundborne vibration. Table 9 shows the human response to continuous groundborne vibration reported in Whiffen (1971). Table 10 shows damage potential thresholds for vibration generated by construction activities (American Association of State Highway and Transportation Officials, 1990).

Table 9
Human Response to Continuous Vibration from Traffic

PPV (in/sec)	Human Response
0.4-0.6	Unpleasant
0.2	Annoying
0.1	Begins to annoy
0.08	Readily perceptible
0.006-0.019	Threshold of Perception

Source: Whiffen, 1971

Table 10
AASHTO Maximum Vibration Levels for Preventing Damage

Type of Situation	Limiting Velocity (PPV in in/sec)
Historic sites or other critical locations	0.1
Residential buildings, plastered walls	0.2 to 0.3
Residential buildings in good repair with gypsum board walls	0.4 to 0.5
Engineered structures, without plaster	1 to 1.5

Source: AASHTO, 1990

The operation of typical construction equipment does not result in substantial groundborne vibration. Construction activity would occur as part of the proposed Project associated with the installation or removal of bus stop poles. Bus stop amenities in the service area generally consists of a bus stop pole identifying the line the stop is served by and sometimes providing other passenger information such as schedules or service interruptions or changes. At most construction would consist of use of a jack hammer which would not result in substantial ground borne vibration.

The proposed route restructuring and provision of service on new streets in the City of Hayward would increase the frequency on a number of local bus routes within the service area, the span of service (i.e., the operating day) at some locations, and introduce new local service routes at other locations not presently served by AC Transit.

For transit projects involving rubber tire vehicles, such as buses, no vibration impacts would be expected along affected road segments unless there are road irregularities (e.g., speed bumps) or unless the buses would operate in immediate proximity to buildings in which extremely vibration-sensitive activities occur (e.g., research using electron microscopes) (FTA, 1995). None of the route segments proposed to receive new local bus service where there is currently no existing bus service would fit within these limited exceptions. Moreover, existing core routes proposed for increases in bus service travel on major arterials do not contain any speed bumps or immediately adjacent land uses with extremely vibration-sensitive activities.

Because neither construction activities nor increases in bus service along some routes would result in adverse vibrational impacts, this impact would be **less than significant**.

d. Construction activities associated with the proposed Project would be limited to installation, removal or relocation of bus stop poles. Bus stop amenities in the service area generally consists of a sign pole identifying the line the stop is served by and sometimes providing other passenger information such as schedules or service interruptions or changes.

Typical construction noise levels range from about 75 dB to 85 dB (at a distance of 50 feet) and are associated with activities such as site excavation and clearing, foundation construction and paving (FHWA, 2010). As noted previously, the only construction that would occur as part of the proposed Project is associated with the installation or removal of bus stop poles. As such, construction activities that would result in noise levels of the magnitude described above are not anticipated to occur. While there may be some temporary disturbance as a result of sign pole or removal installation, impacts would be reduced by being restricted to daytime hours when ambient noise levels are higher than at night and construction noise would not typically interfere with sleep. Impacts would be **less than significant**.

e and f. Given the nature of the proposed Project, bus route restructuring and provision of new service, it would not expose future residents or workers to excess aircraft related noise. There would be **no impact**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. POPULATION AND HOUSING — Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. POPULATION AND HOUSING — Would the project:				
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a. The proposed Project is intended to improve transit service by adjusting resources to better match existing and anticipated demand. Modifications to transit service would not induce population growth. Proposed improvements are intended to better serve existing transit passengers. **No impact** related to population growth would occur.

b, c. All improvements would occur within existing paved roadway corridors. No housing or people would be displaced resulting in the need to construct replacement housing elsewhere; there would be **no impact** in this regard.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☐	☒
ii) Police protection?	☐	☐	☐	☒
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

a.i. The proposed Project would not modify or otherwise affect the operation of existing roadways; thus, it would not interfere with local emergency routes. Bus stop poles would not interfere with emergency vehicle or pedestrian flow, and would not increase calls for emergency services. The proposed Project would not induce growth (see Sections X, *Land Use and Planning and* XIII, *Population and Housing*) or otherwise increase demand for fire protection services within the area served by the affected bus lines that would necessitate the construction of new government facilities or the alteration of existing governmental facilities to maintain service ratios, response times, or provide fire services. **No impact** would occur under this threshold.

a.ii. Operation of the proposed Project improvements would be limited to transit operations. Rather than relying solely on local police, AC Transit contracts with Alameda County Sheriff's Department to provide security services for the transit stops and along transit routes. Police are contacted if support is necessary. Operations and maintenance are not expected to increase demand for police protection services within the area affected by the proposed Project that would necessitate the construction of new government facilities or the alteration of existing governmental facilities to maintain service ratios, response times, or provide police services. **No impact** would occur.

a.iii. The proposed Project would not induce population growth within the area affected by the proposed Project or otherwise increase the demand for school services. Thus, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools. **No impact** would occur.

a.iv. The proposed Project would not induce population growth within the area affected by the proposed Project, directly affect an existing park, or otherwise increase the demand for park services. Thus, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. **No impact** would occur.

a.v. The proposed Project would not induce population growth within the area affected by the proposed Project or otherwise increase the demand for other public services. Thus, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for libraries or other public services.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XV. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a. The proposed Project would not induce population growth within the area affected by the proposed Project or otherwise increase the demand for or use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. There would be **no impact.**

b. The proposed Project does not include recreational facilities or the construction of recreational facilities that may have an adverse physical effect on the environment. There would be **no impact.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. TRANSPORTATION / TRAFFIC -- Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. TRANSPORTATION / TRAFFIC -- Would the project:				
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	☐	☐	☐	☒

The transportation/traffic impact discussion below is based partially on the analysis and recommendations within the *Analysis of AC Transit Service Impacts Associated with the Route 238 Project and Central and South Alameda County Route Restructuring* memorandum prepared by Fehr & Peers, May, 2013. This is memorandum is provided as Appendix D.

a. The goal of the proposed Restructuring Plan is to increase ridership through increased frequency and service hours on select routes and elimination of underutilized and/or confusing routes or route segments. As discussed in the above-referenced memorandum, where service is reduced or routes eliminated, new vehicle trips may be generated. The largest increase, up to 77 potential new daily trips, would be associated with Line 68 where a reduction in service would affect up to 89 daily passengers (see Table 5 in the transportation impact memorandum, Appendix D to this document). Assuming a 10-hour operating day, this would equate to up to a maximum of eight new vehicle trips per hour. Such an increase would not result in significant traffic or circulation iinpacts. All other line reductions would result in fewer new vehicular trips and would similarly be less than significant.

As shown in tables 5 and 6 of the transportation impact memorandum, approximately 500 weekday and 160 weekend riders would be affected by the eliminated route segments in the Central and South Alameda County service area. The expected increase in transit riders associated with the increased service on more productive lines would range from a low of about 470 passengers to a high of 660 passengers on weekdays. Even accounting for those riders affected by reduced service, the net change in auto trip-making resulting from the service changes would be positive - fewer auto trips. There is some potential that localized impacts could occur in areas with reduced service, but these would not be significant as the service changes focus on segments of underperforming routes; many of the existing routes that are eliminated would be partially or wholly replaced by new routes; and most routes have

underlying service[4]. Any changes in auto trip-making would be spread across a wide network resulting in no noticeable change in traffic conditions. Impacts would be less than significant.

Virtually all of the jurisdictions served by the affected bus lines have adopted policies to reduce congestion and increase use of alternative transportation modes. The proposed Project is designed to achieve both these objectives, as it is intended to increase overall ridership on AC Transit buses. Thus, impacts to applicable plans, ordinances or policies and the operation of mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit would be **less than significant**.

b. A Congestion Management Program is a plan that describes strategies to address congestion problems within a specific region. In Alameda County, the Alameda County Transportation Commission (Alameda CTC) as the Congestion Management Agency (CMA) for the County is tasked with preparing and monitoring the CMP. The current CMP was prepared in 2011. The Alameda CTC works cooperatively with the Metropolitan Transportation Commission (MTC), transit agencies (including AC Transit), local governments, the California Department of Transportation (Caltrans) and the Bay Area Air Quality Management District (BAAQMD). The CMA, through the CMP, identifies performance measures to evaluate how highways and roads function as well as the frequency, routing and coordination of transit services. Performance measures included within the CMP are intended to support the goals adopted for the 2012 County-wide Transportation Plan.

The CMP contains performance metrics for transit service provided by AC Transit and other providers within Alameda County. As individual projects associated with the proposed Project are implemented, they are monitored by CMA relative to the established performance metrics. For local agency projects that generate new vehicle trips, the CMA has determined that projects generating 100 or more trips per peak hour may trigger formal CMA review. While AC Transit is not a local agency, the threshold is useful for determining the level of traffic increase needed to generate a potential impact.

As discussed above, even accounting for those riders affected by reduced service, the net change in auto trip-making resulting from the service changes would be positive – fewer auto trips. There is some potential that localized impacts could occur in areas with reduced service, but these would not be significant as the service changes focus on segments of underperforming routes; many of the existing routes that are eliminated would be partially or wholly replaced by new routes; and most routes have underlying service. Any changes in auto trip-making would be spread across a wide network resulting in no noticeable change in traffic conditions. In no case would the Project generate more than 100 peak hour trips or otherwise exceed the CMA threshold. Thus, for the purpose of this discussion, the proposed Project would be consistent with the CMP and there would be **no impact**.

c. Proposed service restructuring within South and Central Alameda County, which includes the cities of Alameda, Hayward, Union City, and Fremont is intended to improve ridership by increasing the frequency and service hours on select routes and eliminating underutilized and/or confusing routes or route segments. The Project would have no effect on airport

[4] *The term underlying service refers to the fact that in some instances displaced riders would have access to alternate bus service along the same section of roadway.*

operations, aircraft flight patterns or place new transit improvements in locations that could pose a safety risk to aircraft or transit operators and passengers. **No impact** would occur.

d. The proposed restructuring is intended to improve ridership by increasing the frequency and service hours on select routes and eliminating underutilized and/or confusing routes or route segments. Proposed service restructuring would not result in the construction of any new roadway design features or the introduction of incompatible equipment. Bus frequency would not increase to the extent that buses would present a safety hazard due to their numbers on the road. Bus stop amenities are typically located off of the vehicle travel way and are sited as to not interfere with visibility or circulation. Therefore, the proposed Project would not increase hazards by introducing a design feature or incompatible use within the area affected by the proposed Project. **No Impact** would occur.

e. The proposed restructuring is intended to improve ridership by increasing the frequency and service hours on select routes and eliminating underutilized and/or confusing routes or route segments. New transit stops would not block access driveways or otherwise affect emergency access or circulation throughout the area affected by the proposed Project. Bus stop poles are located off of the vehicle travel way and are sited as to not interfere with visibility or circulation. Bus frequency would not increase to the extent that buses would present an obstacle to emergency vehicles. **No impact** would occur.

f. The Central and South County Service Restructuring Plan is being proposed by AC Transit to increase the productivity of existing transit resources and grow ridership in Central and South Alameda County. The plan would eliminate some of the lowest performing routes and route segments and reinvest those resources into the core network that serves the greatest number of transit passengers. The proposed Project would complement rather than conflict with existing transit plans or related plans affecting pedestrian or bicycle resources. Transit improvements in proximity to pedestrian and bicycle facilities would be designed to avoid conflicts or otherwise impact the safety of these facilities. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

a. All improvements would occur within existing paved roadway corridors in developed areas. No restrooms or other sources of wastewater would be constructed as part of the proposed Project, and no uses that would increase water demand are proposed. Thus, no wastewater would be generated that could exceed treatment requirements of the San Francisco Bay Regional Water Quality Control Board, and there would be **no impact**.

b. All improvements would occur within existing paved roadway corridors in developed areas. No restrooms or other sources of wastewater would be constructed as part of the proposed Project, and no uses that would increase water demand are proposed. No water or wastewater treatment facilities would be constructed or expanded as part of the proposed Project and there would be **no impact**.

c. All improvements would occur within existing paved roadway corridors in developed areas. No changes in runoff quantities are expected to change as a result of Project implementation, as no new paved or graded areas are proposed and new bus stop poles would have minimal coverage in areas that are predominantly impervious. No new or existing storm water drainage facilities would be constructed or expanded to accommodate the proposed Project and there would be **no impact**.

d. The proposed Project would not require the use of potable water. Thus, no new or expanded entitlements would be needed as a result of Project implementation and there would be **no impact**.

e. No restrooms or other sources of wastewater would be constructed as part of the proposed Project, and no new uses that would generate water demand are proposed. Thus, the proposed Project would not affect wastewater treatment capacity and there would be **no impact**.

f. The proposed Project would not involve new operations or uses that would increase the generation of solid waste. A nominal amount of construction waste may be generated as part of installation or removal of bus stop poles, but the amount would be negligible and could be accommodated within existing landfills. Impacts would be **less than significant**.

g. Consistent with the discussion above, solid waste disposal associated with the proposed Project would be managed by the AC Transit waste disposal vendor. Disposal would occur consistent with federal, state, and local statutes and regulations related to solid waste management. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE —				
a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

a. As discussed under items IV, *Biological Resources*, and V, *Cultural Resources*, in this Initial Study, the proposed Project does not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. There would be **no impact** in this regard.

b. No impacts identified in the Initial Study have the potential to be cumulatively considerable. The improved efficiency of the affected bus lines has the potential to reduce a number of cumulative impacts in such issue areas as traffic, air quality and greenhouse gas emissions. There would be **no impact** in this regard.

c. As discussed throughout the Initial Study, in particular where air quality, hazards and hazardous materials, greenhouse gases, noise and public services are discussed, among others, the Project would not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. There would be **no impact** in this regard.

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Appendix A

Proposed Route Restructuring Plan Worksheets

Central and South Alameda County Restructuring Plan

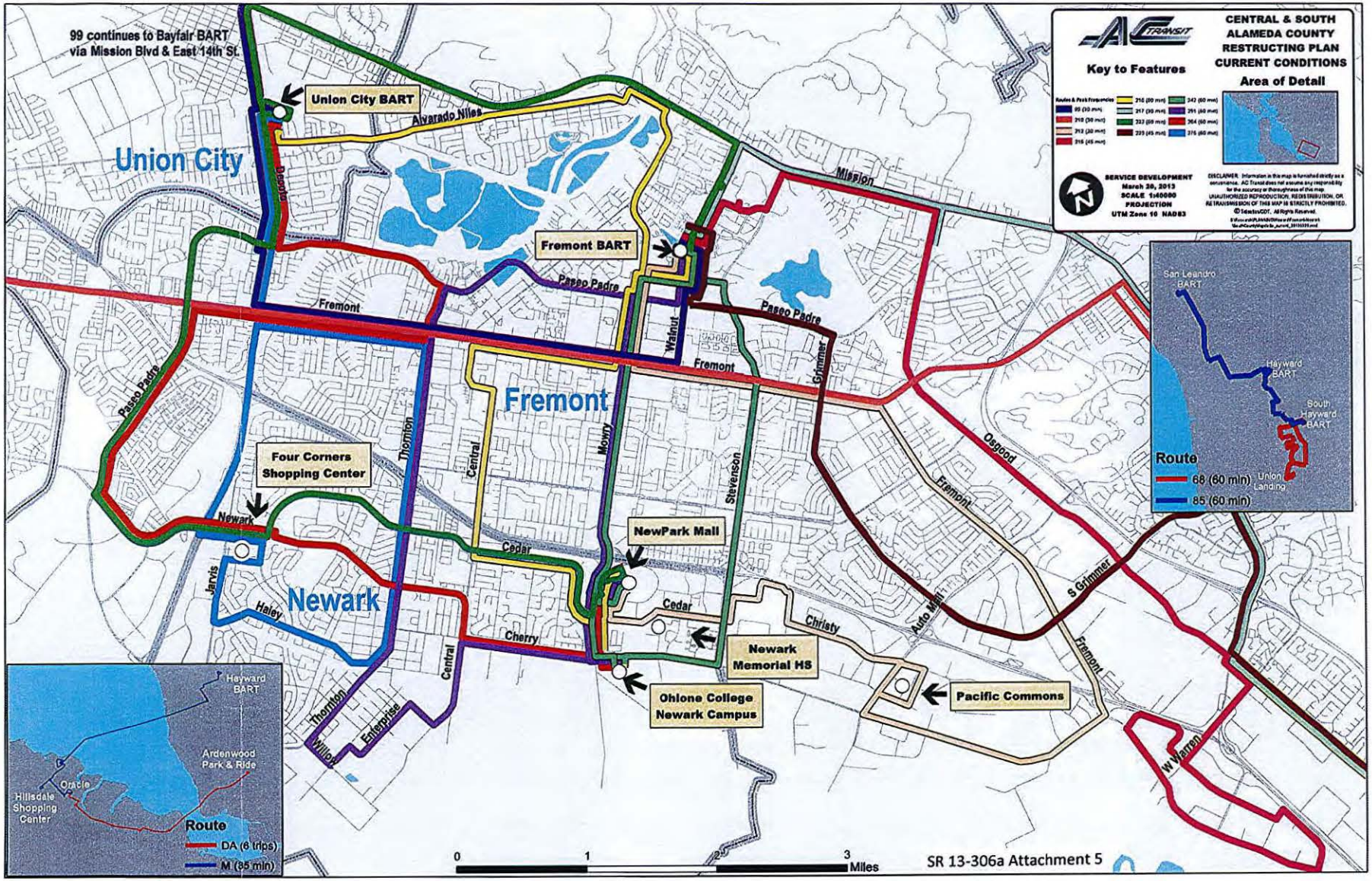
	Summer 2012									Restructuring Plan						
Route	Pass per Rev Hour	Total Daily Ridership	Daily Hrs	ANNUAL WEEKDAY Hrs	Peak Frequency	Base Frequency	Peak buses	First Bus	Last bus	Daily Hrs	ANNUAL WEEKDAY Hrs	Peak buses	First Bus	Last bus	Recommendation	Passenger Impacts
M	12.9	423	36.68	9,353	35	60	4	5:25 AM 3:30 PM	9:40 AM 6:46 PM	25.17	6,418	3	6:27 AM 2:49 PM	9:27 AM 6:34 PM	. Eliminate midday service. Transform into peak only Transbay. Eliminate Oracle piece. . Current frequency is variable 24-36 mins. Change to constant 45 mins and meet with BART trains in both directions.	. Elimination of Oracle affects 44 trips . Elimination of first trip and midday service affects 66 trips - approx 12 of those are local trips which can be covered by lines 97 and 22. . Oracle Company Shuttle available from Hillsdale Mall
DA	4.6	19	5.38	1,372	-	-	1	8:15 AM 5:00 PM	9:45 AM 6:30 PM	0	0	0	-	-	. Eliminate for low productivity.	. 19 trips affected . These passengers can transfer into the Sam Trans system by taking the DB at Ardenwood to the Palo Alto Transit Center.
212	16	917	63.34	16,152	30	30	4	6:00 AM	9:00 PM	76	19,380	4	6:00 AM	11:00 PM	. Eliminated from Lam Research, but 215 covers - splitting out retail route and industrial route . Extend route to the Siliman center, providing 30 min service to the center from NewPark mall transfer point. . Increase service span to 11PM to allow for more evening activites at Pacific Commons.	. Quicker route from BART to Pacific Commons . Increased span . 15 trips affected by Fremont Automall/Grimmer elimination
215	8.5	237	30.59	7,800	45	45	2	6:00 AM	8:00 PM	31	7,905	2	6:00 AM	8:00 PM	. Eliminate Mission /Driscoll segment . Increase frequency to the Senior Center along Paseo Padre with 239 from Fremont BART . Improve access to Lake Elizabeth activities. . Eliminate Warm Springs segment between Mission & Grimmer . Add Lam Research Park . Re-route up Warren to end line at Benicia St & Kato across Bayside Parkway and make bi-directional	. 36 trips affected along Mission /Driscoll . Line 239 captures Warm Springs & Mission . 15 trips affected along Warm Springs @Mission/Grimmer . Lam Research Park service goes from 30 mins all day to 45 min freq in commute direction only. Tailored to ridership demand. . 16 trips affected along Bayside Parkway loop
99	32.2	3,289	107.6	27,438	30	60	6	5:30 AM	12:00 AM	161.4	41,157	9	5:30 AM	12:00 AM	. Add 3 buses - increase frequency to 20 min in daytime, 30min late night.	. Increase in frequency should restore ridership along the corridor. In 2010 the line ran at 15 min frequency between Bayfair & Hayward BART . 8 passenger trips affected if 12:39AM trip from Bayfair BART is eliminated during the scheduling process
333 Late Night Service	5.4	64	13.8	3,519	60	60	0	7:00 PM	12:00 AM	0	0	0	-	-	. Eliminate for low productivity. . Provide late night service by increasing span on regular routes	.25 trips affected - not covered by new 200 route. .Most passengers can walk approximately 10 minutes from Newark Blvd. . 10 trips specifically affected along Stevenson after 8pm.
275	12.3	329	29.33	7,479	60	60	2	6:00 AM	7:30 PM	31	7,905	2	6:00 AM	8:00 PM	. Eliminate loop and truncate at Four Corners. . Eliminate Decoto Freeway section - covered by new Line 200 . Create 45 min frequencies. . Add Thornton & Willow section for coverage and serve Newark Senior Center directly	. Longer runtime to Four Corners from Thornton
200	-	-	0	0	-	-	0	-	-	69	17,595	4	6:00 AM	11:00 PM	. New route through Pacific Reserch Center in commute peaks to generate new riderhsip, contingent upon partnership with developer and coordination of shuttle service. . Creates consistent, fixed route, late night coverage from 8pm until 11pm at 60min service.	
264	13.5	386	31.25	7,969	60	60	2	5:00 AM	8:00 PM	0	0	0	-	-	. Eliminated. Lines 200,251 and 232 cover all segments apart from Paseo Padre east of Decoto (0 stops) and Fremont segments. . Eliminate Fremont/ Paseo Padre/Ardenwood segment.	. School kids for American High can transfer to 99 (timed connection) or walk 18 mins at Fremont Blvd & Decoto Rd . 60 trips affected on Fremont/Paseo Padre segment - passengers can transfer to 99 on Decoto or Fremont 210 . Elimination from Ohlone College will impact 49 trips - passengers can transfer at NewPark Mall. Elimination of Fremont/ Paseo Padre/Ardenwood section affects 182 trips. However there is still underlying service on all sections. . Span AM shrink affects 2 trips.
216	12.1	336	31.65	8,071	60	60	2	5:30 AM	7:30 PM	35	8,925	2	6:00 AM	8:00 PM	. Keep Niles segment and deviate route at Fremont BART to cover Stevenson (Line 242) at hourly frequency. . Eliminate Central/Peralta/Dusterberry segment	School kids either have to: 1. Walk 8 mins to Washington, 18mins to Centerville. 2. Transfer at Fremont BART to 99/210 with increased frequency which could be timed . Elimination of Central Ave/Peralta Blvd/Dusterberry affects 67 trips. Most of the eliminated section is within a 10min walk from service. . Span AM shrink affects 11 trips.
242	16.8	475	32.53	8,295	60	60	2	6:30 AM	10:30	0	0	0	-	-	.Eliminate route and cover the majority of the line with new lines 200 and 216	. 360 trips affected by splitting the route, but most trips are covered by new line 216 or 200 and transferring if necessary . 6 trips affected by elimination of Ohlone College . 28 trips affected by ending new route at 8pm . 18 passenger trips are affected by the elimination of Stevenson between Fremont Blvd and Fremont BART.
251	20	581	32.92	8,395	60	60	2	6:00 AM	7:30 PM	15.5	3,953	1			. Route broken up in pieces to make more direct . Stevenson joins with Niles section of 216 . 275 covers Enterprise & Willow section . 200 covers Central section	.All segments are covered by lines 200 & 216 . 5 trips affected by reduced hours of operation on Stevenson Blvd
391 Tuesday & Friday Only Hayward Shuttle	4.2	14	4.62	471	45		0	10:00 AM	1:30 PM	0	0	0	-	-	. Eliminate for low productivity.	. 14 trips affected. Underlying service on Lines 22/97/new 68/85.
68	11.7	337	30.05	7,663	60	60	0	5:30 AM	8:30 PM	0	0	0	-	-	. Eliminate for low productivity. See Line 85 for incorporated segments.	. 22 trips affected along Huntwood between Industrial & Tennyson . 30 min service on small sections along Dyer and Tennyson will now have 60 min service
85	27.2	1,197	31.93	8,142	60	60	4	5:30 AM	8:30 PM	61.98	15,805	4	6:00 AM	8:00 PM	. Eliminate unproductive segment on Huntwood between Tennyson and Industrial, and Industrial Pky SW (0 stops) . Break up one way loop and make linear. . Combine with Line sections of Line 68 to create one direct route to Union Landing through neighbourhoods from San Leandro to Foothill Sq.	
TOTAL	-	3,719	481.67	122,119	-	-	31	-	-	506.05	129,043	31	-	-		**489 trips affected by segment/route elimination** **377 trips affected in District 2** **112 affected in Central County & 314/356 Oakland/Alameda**

Central and South Alameda County Restructuring Plan
WEEKEND

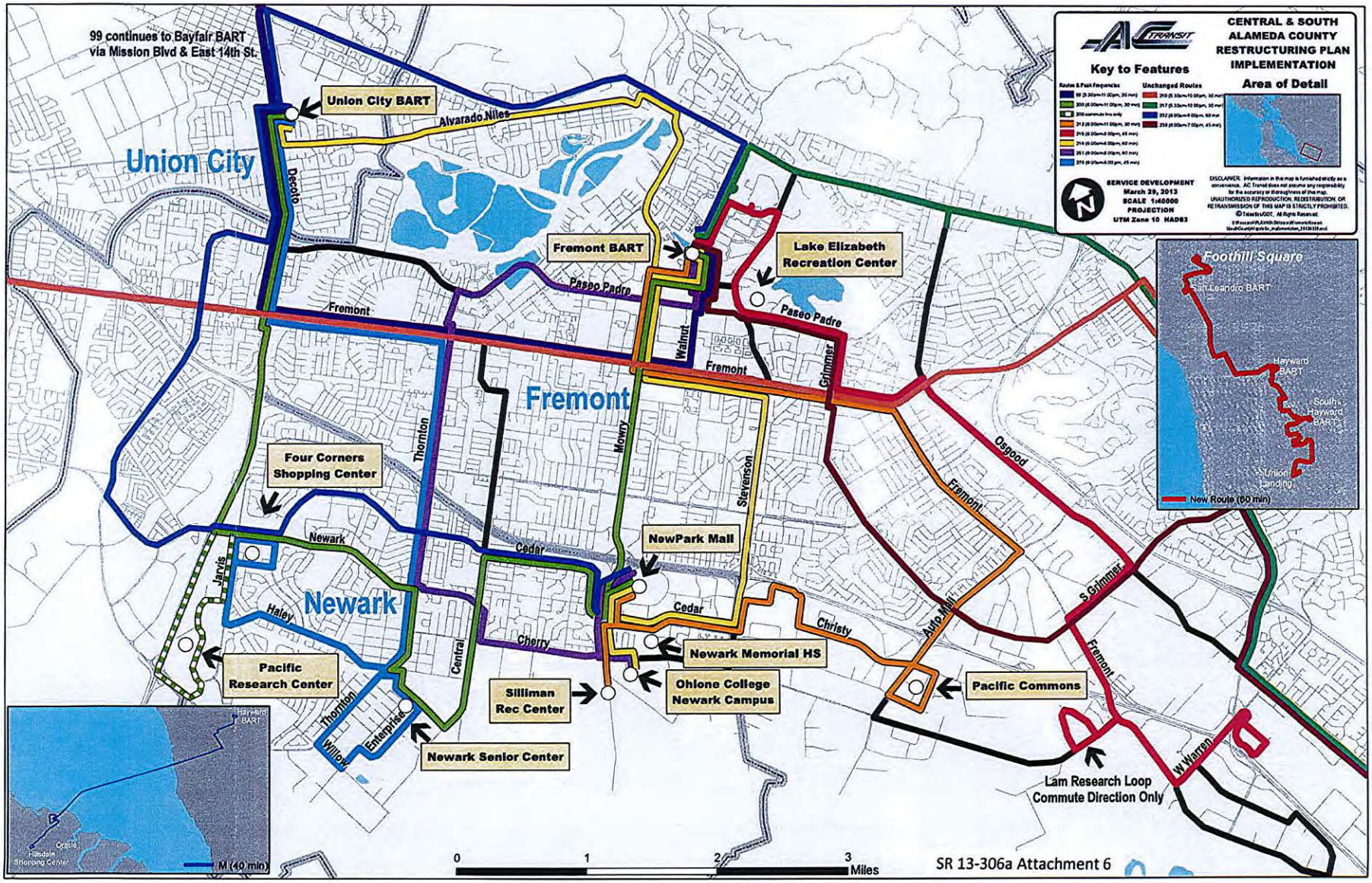
	Summer 2012							Proposed Plan											
Route	Pass per Rev Hour	Daily Hrs	Frequency	Vehicles	Average Weekend Ridership	First Bus	Last bus	Daily Hrs	N layover	S layover	NB p time	SB p time	Peak Cycle time	Frequency	Vehicles	First Bus	Last bus	Recommendation	Passenger Impacts
350	17.5	30.11	60	1	N/A	7:00 AM	8:00 PM	0	-	-	-	-	-	-	0	-	-	. Route eliminated. See Line 212 for coverage on the majority of the route	. 32 Passenger trips are affected by elimination of Grimmer Blvd. . More ridership gains likely on Fremont Blvd segment
212	0	-	-	0	-	-	-	28.34	8	0	22	30	60	30	2	7:00 AM	7:00 PM	. Make route consistent with 212 weekday service route but terminate at Pacific Commons loop	. Consistent weekday/weekend routing.
345	9.7	30	60	2	N/A	6:00 AM	8:00 PM	0	-	-	-	-	-	-	0	-	-	. Eliminate route. . New 200 covers most segments. 232 & 251 Cover remaining segments.	
332	13.7	27.72	60	2	N/A	7:00 AM	7:00 PM	0	-	-	-	-	-	-	0	-	-	. Eliminate route. 232, 216 and 200 cover all segments	. All trips accomodated
200	0	-	-	0	-	-	-	56.68	6	6	54	54	120	30	4	7:00 AM	7:00 PM	. Provide service to Siliman Center	
216	0	-	-	0	-	-	-	28.34	16	16	44	44	120	60	2	7:00 AM	7:00 PM	. Covers old 332 Niles segment and old 242 Stevenson Segment	. Quicker service from Niles Segment to Newpark mall
232	0	-	-	0	-	-	-	28.34	9	7	51	53	120	60	2	7:00 AM	7:00 PM	. Remains the same as weekday and current network (bar Ohlone College) . Service eliminated from Ohlone College with new layover at the Siliman Center	. Negligible Ohlone College ridership
242	14.9	26.25	60	1	N/A	7:00 AM	7:00 PM	0	-	-	-	-	-	-	0	-	-	. Absorbed into new 200 route and new 216	. Few trips affected with elimination of Ohlone College . Approx 7 passenger trips are affected by the elimination of Stevenson between Fremont Blvd and Fremont BART.
251	16.7	29.72	60	3	N/A	6:00 AM	7:00 PM	14.17	6	6	25	23	60	60	1	7:00 AM	7:00 PM	. Same as weekday route . Service eliminated from Ohlone College with new layover at the Siliman Center . Service eliminated along Thornton & Willow	. Few trips affected with elimination of Ohlone College . Thornton & Willow full data not available. At least 24 trips affected. However the majority of the segment has less than a 10min walk to a 30min frequent route. . 6 passengers affected by decrease in span 1 hour
68	8.6	11.43	60	1	87	8:00 AM	6:00 PM	0	-	-	-	-	0	-	0	-	-	. Eliminate service 68 weekend service for low productivity . New weekday 85 is truncated to original line 85 routing on the weekend	. 89 boardings affected . Union City Transit lines 2 & 3 accommodate passengers along Whipple & Dyer
99	23.5	96.06	40	5	1,796	6:00 AM	12:00 AM	101.76	15	15	74	76	180	30	6	6:00 AM	12:00 AM	. Increase frequency from 40 mins to 30 mins to 7pm . 7pm - 12am frequency increased from 60min to 30 min	
210	18.0	54.41	30	4	762	7:00 AM	8:00 PM	54.41	13	11	47	49	120	30	4	7:00 AM	8:00 PM	. Remains the same as weekday and current network	none
217	13.9	51.52	40	5	N/A	7:00 AM	7:00 PM	56.68	25	21	59	55	160	40	4	7:00 AM	7:00 PM	. Remains the same as weekday and current network	none
TOTAL	-	357.22		24	-			368.72	98	82	376	384	940		25				Approx 200 Passenger trips affected

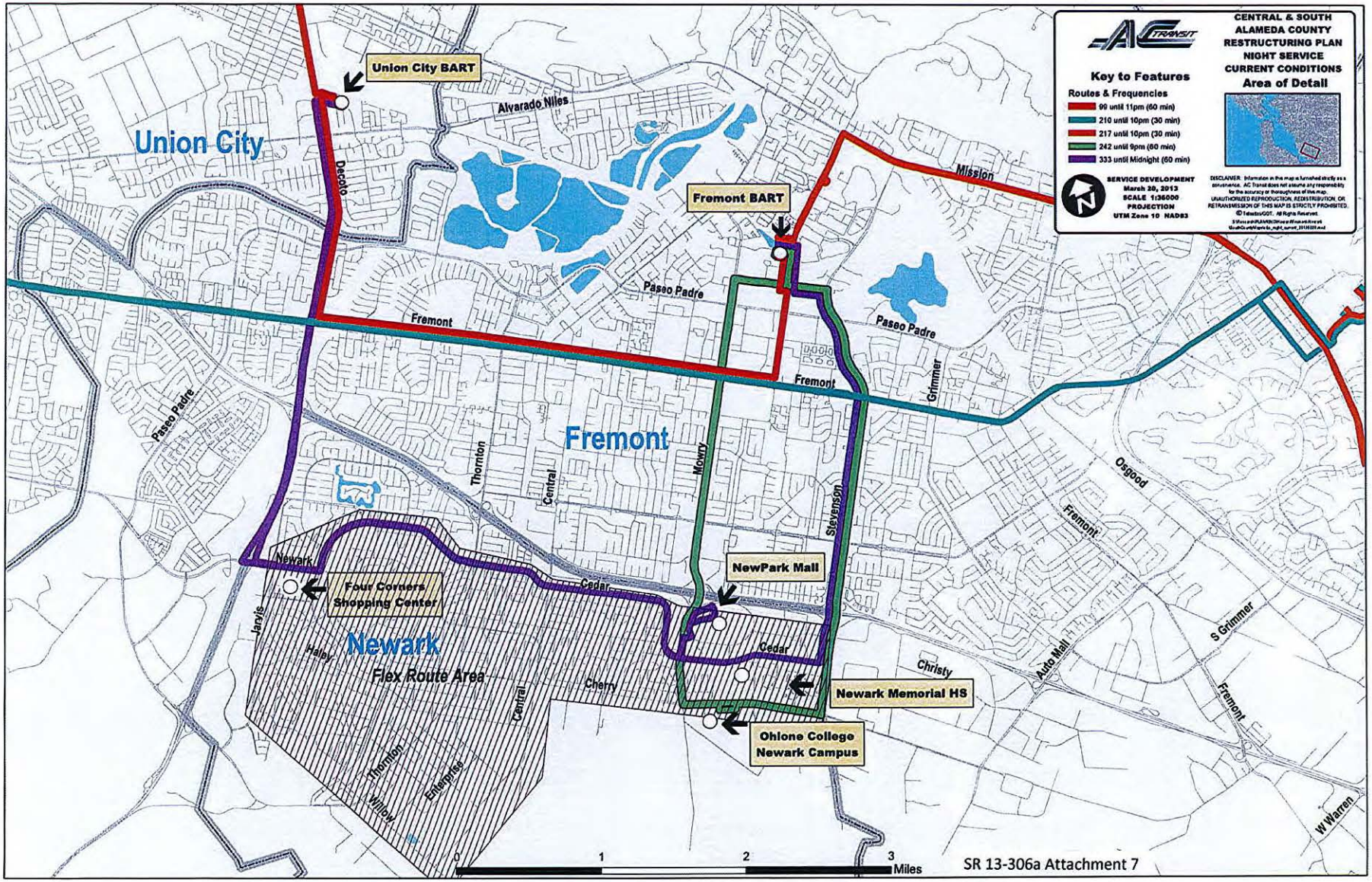
Appendix B

Proposed Route Restructuring Maps



SR 13-306a Attachment 5


99 continues to Bayfair BART
via Mission Blvd & East 14th St.
Union City BART
Alvarado-Niles
Union City
Decoto
Fremont BART
Paseo Padre
Fremont
Walnut
Lake Elizabeth
Recreation Center
Paseo Padre
Grimmer
Fremont
Foothill Square
San Leandro BART
Hayward BART
South Hayward BART
Union Landing
New Route (60 min)
Four Corners
Shopping Center
Thornton
Mowry
Stevenson
Osgood
Fremont
Newark
Cedar
NewPark Mall
Jarvis
Haley
Newark
Cedar
Christy
Auto Mall
S Grimmer
Fremont
Central
Cherry
Newark Memorial HS
Ohlone College
Newark Campus
Pacific
Research Center
Silliman
Rec Center
Pacific Commons
Thornton
Enterprise
Willow
Newark Senior Center
W Warren
Lam Research Loop
Commute Direction Only
Hayward BART
Oracle
Hillsdale
Shopping Center
M (40 min)
0
1
2
3
Miles
AC TRANSIT
CENTRAL & SOUTH
ALAMEDA COUNTY
RESTRUCTURING PLAN
IMPLEMENTATION
Key to Features
Area of Detail
SERVICE DEVELOPMENT
March 29, 2013
SCALE 1:40000
PROJECTION
UTM Zone 10 NAD83
SR 13-306a Attachment 6


AC TRANSIT
CENTRAL & SOUTH ALAMEDA COUNTY RESTRUCTURING PLAN NIGHT SERVICE CURRENT CONDITIONS
Area of Detail
Key to Features
Routes & Frequencies
99 until 11pm (60 min)
210 until 10pm (30 min)
217 until 10pm (30 min)
242 until 9pm (60 min)
333 until Midnight (60 min)
SERVICE DEVELOPMENT
March 20, 2013
SCALE 1:36000
PROJECTION
UTM Zone 10 NAD83
DISCLAIMER: Information in this map is furnished strictly as a convenience. AC Transit does not assume any responsibility for the accuracy or thoroughness of this map.
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Union City
Union City BART
Alvarado Niles
Decoto
Fremont BART
Mission
Paseo Padre
Fremont
Grimmer
Fremont
Osgood
Fremont
Thornton
Central
Mowry
Stevenson
Newark
Four Corners Shopping Center
Jarvis
Cedar
NewPark Mall
Newark
Flex Route Area
Hayley
Cherry
Central
Cedar
Christy
Auto Mall
S Grimmer
Fremont
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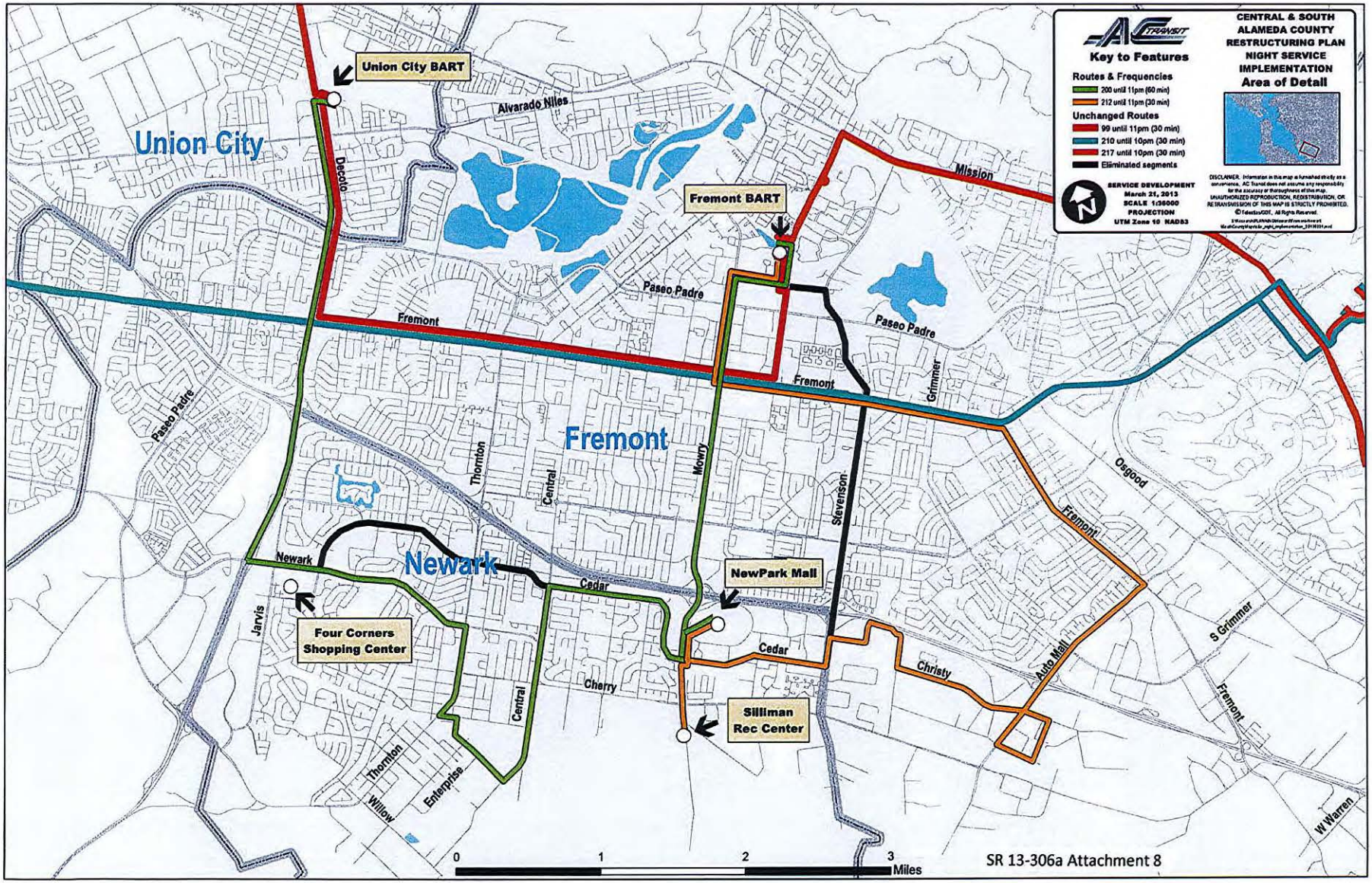
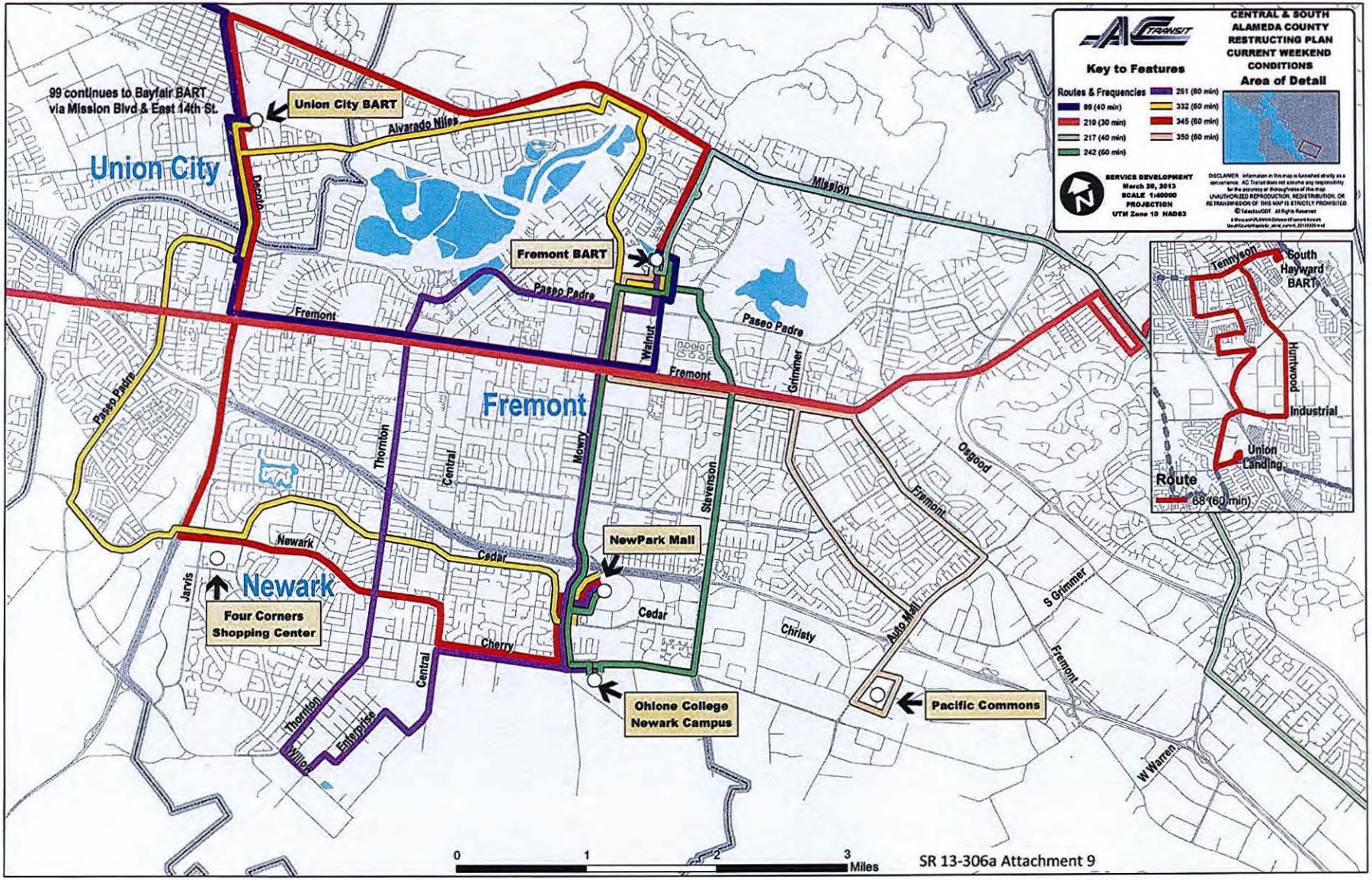
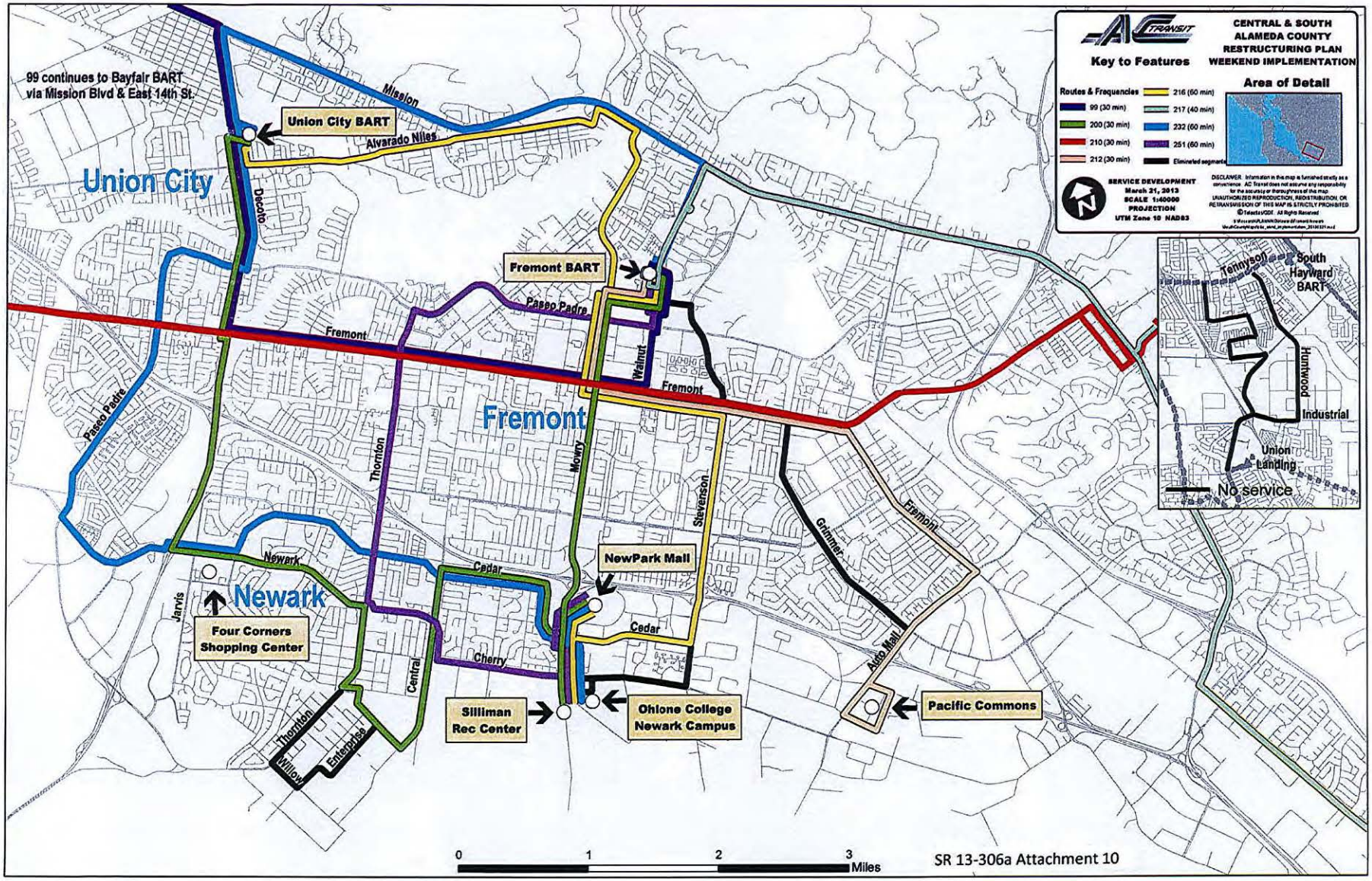
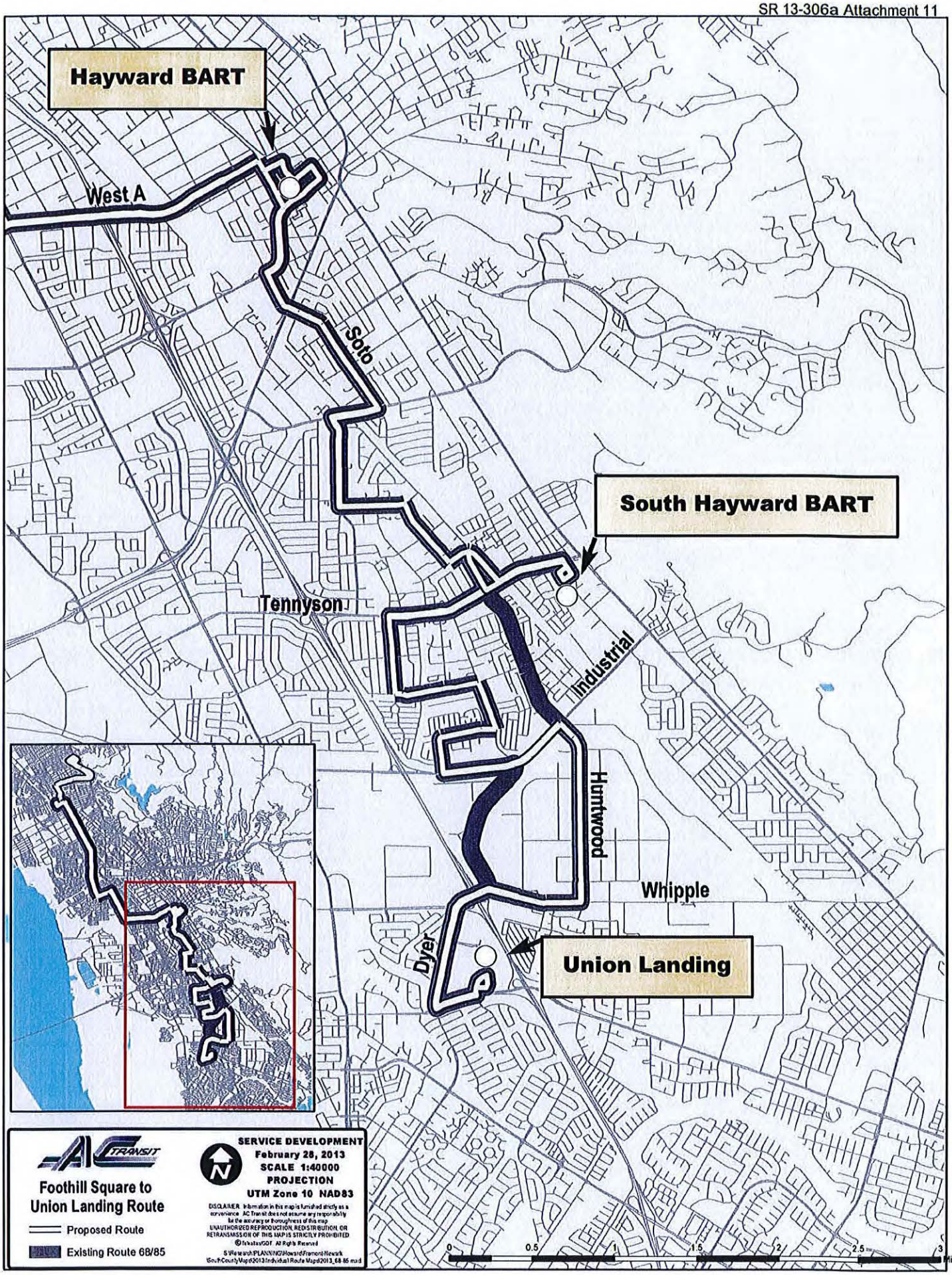
2
3
Miles
SR 13-306a Attachment 7


CENTRAL & SOUTH ALAMEDA COUNTY RESTRUCTURING PLAN
NIGHT SERVICE IMPLEMENTATION
Area of Detail
Key to Features
Routes & Frequencies
200 until 11pm (60 min)
212 until 11pm (30 min)
Unchanged Routes
99 until 11pm (30 min)
210 until 10pm (30 min)
217 until 10pm (30 min)
Eliminated segments
SERVICE DEVELOPMENT
March 21, 2013
SCALE 1:36000
PROJECTION
UTM Zone 10 NAD83
Union City
Union City BART
Alvarado Niles
Decoto
Fremont BART
Mission
Paseo Padre
Fremont
Grimmer
Fremont
Osgood
Fremont
Thornton
Central
Mowry
Stevenson
Newark
Cedar
NewPark Mall
Four Corners Shopping Center
Jarvis
Cedar
Christy
Auto Mall
S Grimmer
Fremont
Cherry
Central
Sillman Rec Center
Thornton
Willow
Enterprise
W Warren
0
1
2
3
Miles
SR 13-306a Attachment 8



SR 13-306a Attachment 9


CENTRAL & SOUTH ALAMEDA COUNTY RESTRUCTURING PLAN
WEEKEND IMPLEMENTATION
Key to Features
Area of Detail
Routes & Frequencies
99 (30 min)
200 (30 min)
210 (30 min)
212 (30 min)
216 (60 min)
217 (40 min)
232 (60 min)
251 (60 min)
Eliminated segments
SERVICE DEVELOPMENT
March 21, 2013
SCALE 1:40000
PROJECTION
UTM Zone 10 NAD83
99 continues to Bayfair BART via Mission Blvd & East 14th St.
Union City
Union City BART
Mission
Alvarado Niles
Decoto
Fremont BART
Paseo Padre
Fremont
Walnut
Fremont
Paseo Padre
Fremont
Thornton
Mowry
Stevenson
Grimmer
Fremont
Auto Mall
Newark
Cedar
NewPark Mall
Cedar
Cherry
Jarvis
Newark
Four Corners Shopping Center
Central
Thornton
Willow
Enterprise
Silliman Rec Center
Ohlone College Newark Campus
Pacific Commons
Tennyson
South Hayward BART
Huntwood
Industrial
Union Landing
No service
0
1
2
3
Miles
SR 13-306a Attachment 10


Hayward BART
West A
Soto
South Hayward BART
Tennyson
Industrial
Huntwood
Whipple
Dyer
Union Landing
AC TRANSIT
Foothill Square to
Union Landing Route
Proposed Route
Existing Route 68/85
SERVICE DEVELOPMENT
February 28, 2013
SCALE 1:40000
PROJECTION
UTM Zone 10 NAD83
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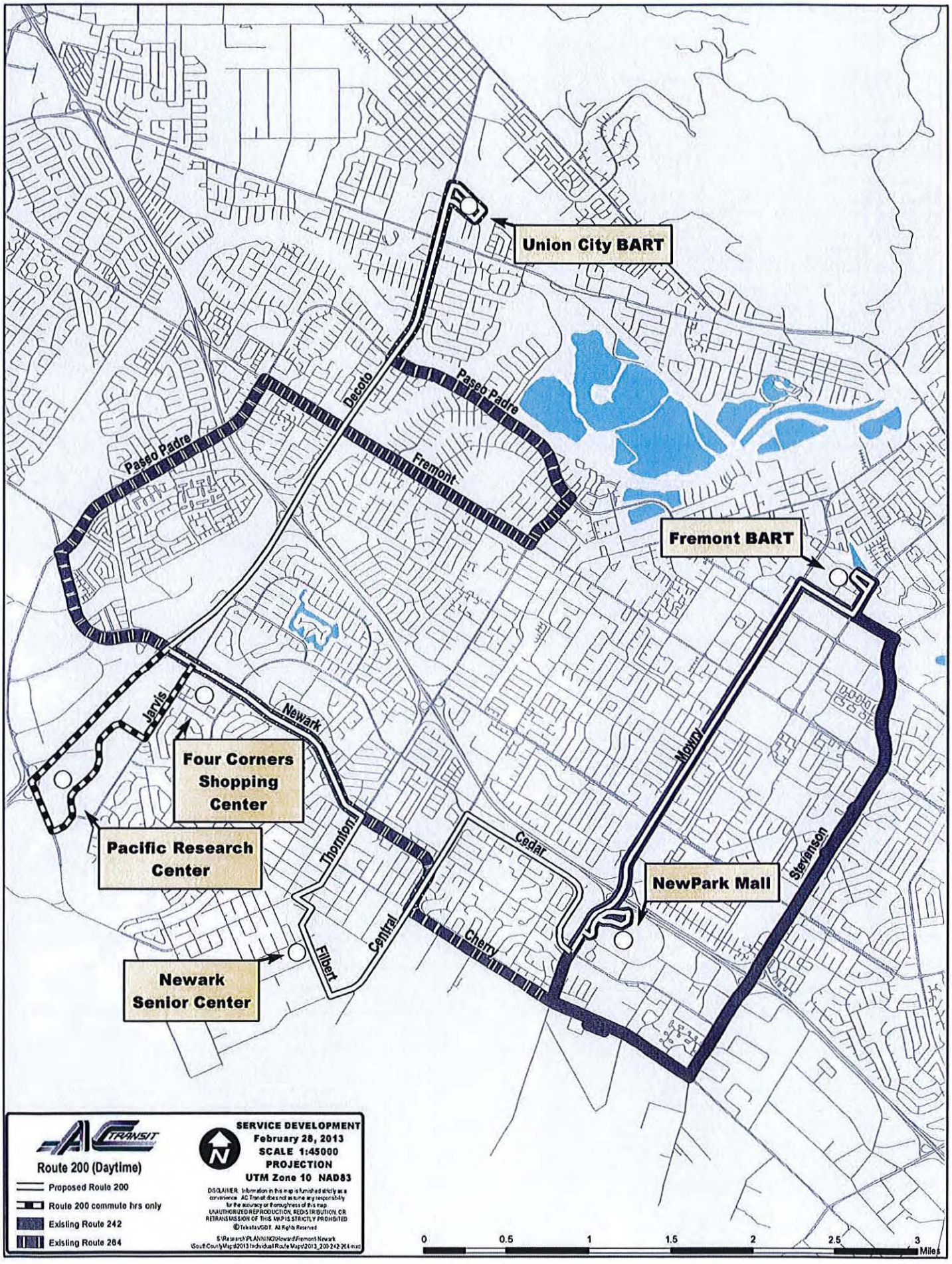
Miles


Union City BART
Fremont BART
Four Corners Shopping Center
Pacific Research Center
Newark Senior Center
NewPark Mall
Paseo Padre
Decoto
Fremont
Jarvis
Newark
Thornton
Cedar
Central
Filbert
Cherry
Mowry
Stevenson
AC TRANSIT
Route 200 (Daytime)
Proposed Route 200
Route 200 commute hrs only
Existing Route 242
Existing Route 264
SERVICE DEVELOPMENT
February 28, 2013
SCALE 1:45000
PROJECTION
UTM Zone 10 NAD83
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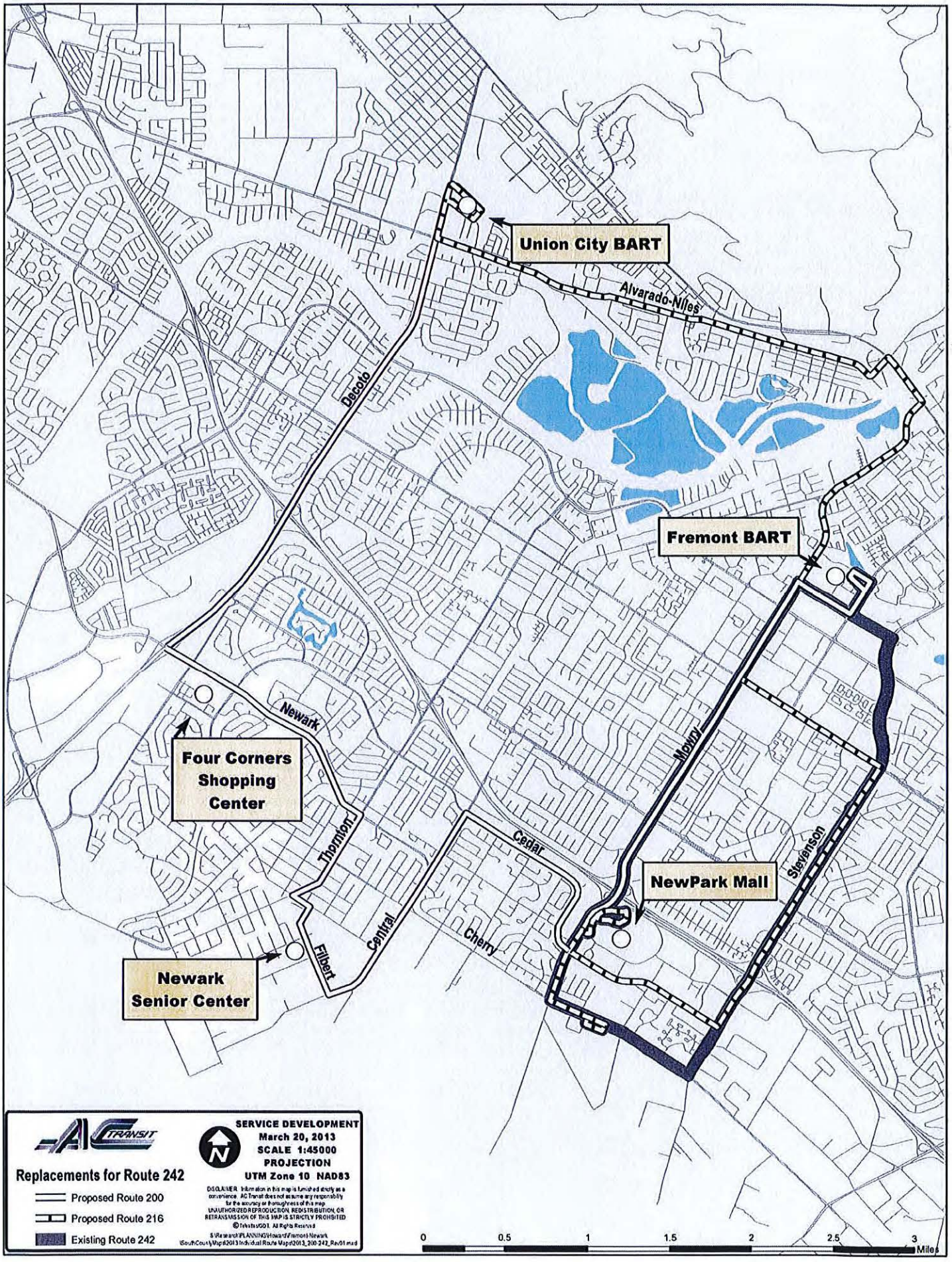
Union City BART
Alvarado-Niles
Decoto
Fremont BART
Newark
Four Corners Shopping Center
Thornton
Cedar
Mowry
Stevenson
NewPark Mall
Central
Cherry
Filbert
Newark Senior Center
AC TRANSIT
Replacements for Route 242
Proposed Route 200
Proposed Route 216
Existing Route 242
SERVICE DEVELOPMENT
March 20, 2013
SCALE 1:45000
PROJECTION
UTM Zone 10 NAD83
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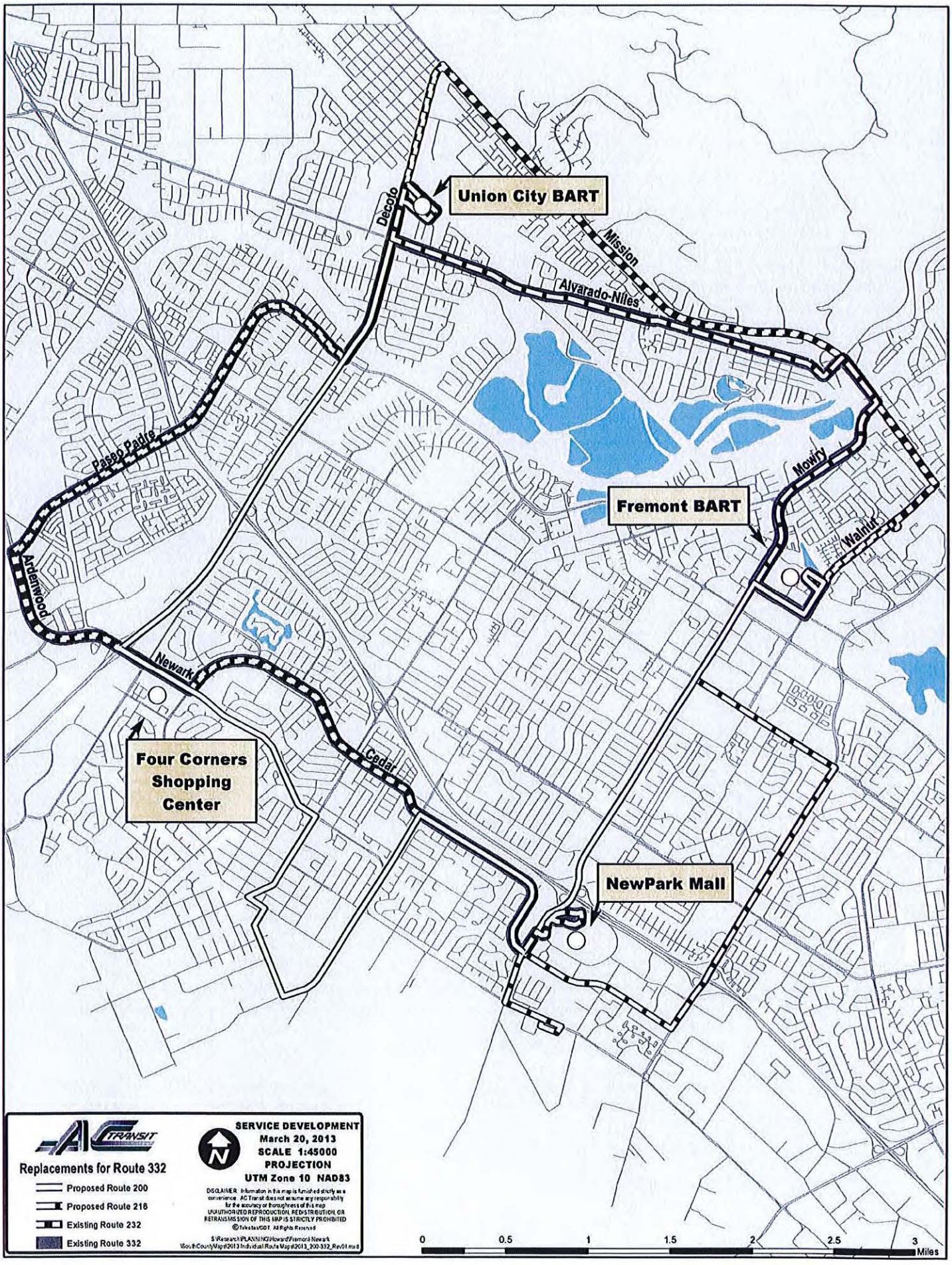
0 0.5 1 1.5 2 2.5 3 Miles


Union City BART
Fremont BART
NewPark Mall
Four Corners Shopping Center
Decoto
Mission
Alvarado-Niles
Paseo Padre
Ardenwood
Newark
Cedar
Mowry
Walnut
AC TRANSIT
Replacements for Route 332
Proposed Route 200
Proposed Route 218
Existing Route 232
Existing Route 332
SERVICE DEVELOPMENT
March 20, 2013
SCALE 1:45000
PROJECTION
UTM Zone 10 NAD83
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0
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1
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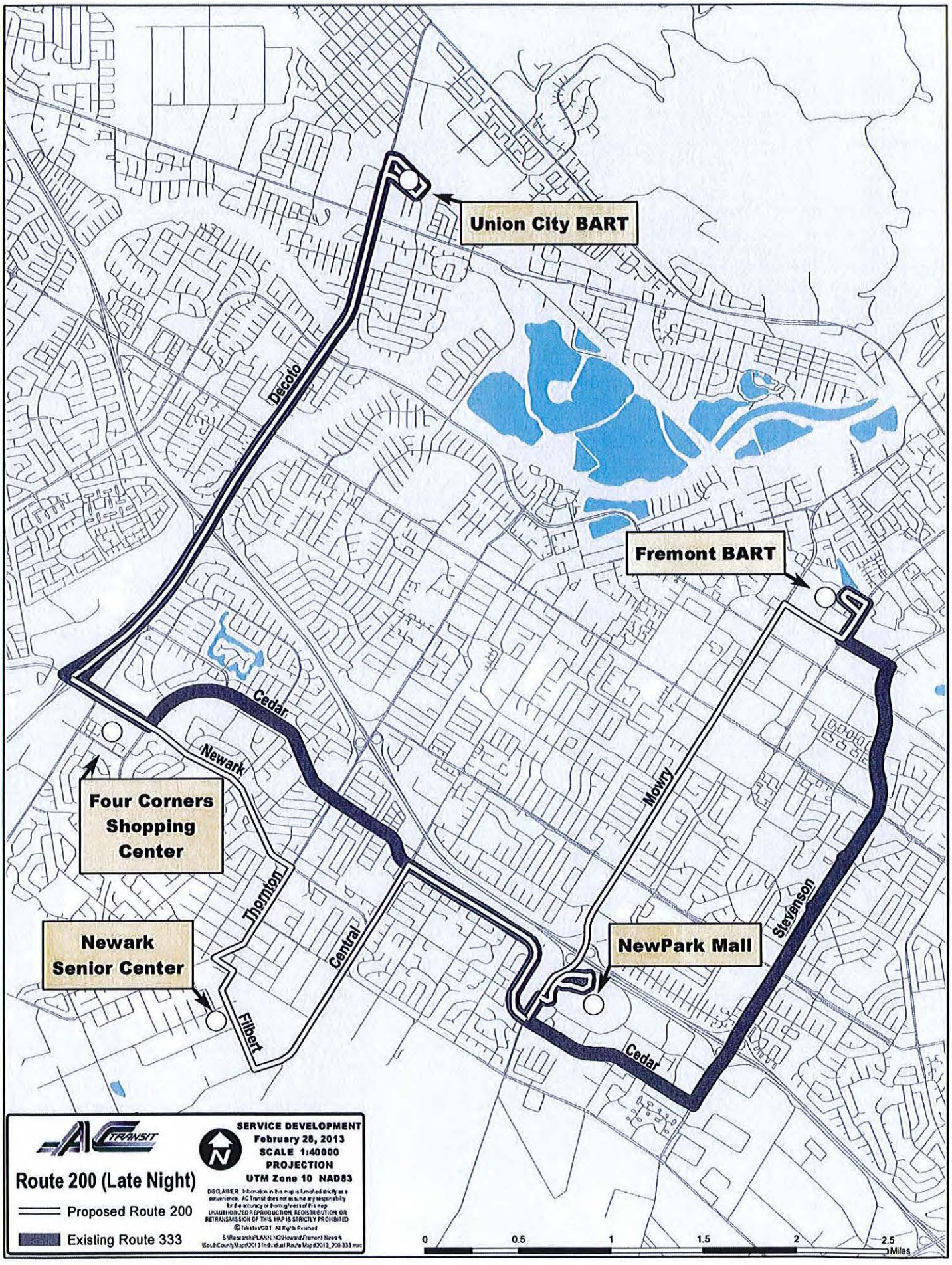
Miles


Union City BART
Fremont BART
Four Corners Shopping Center
Newark Senior Center
NewPark Mall
Decoto
Cedar
Newark
Thornton
Central
Filbert
Mowry
Stevenson
Cedar
AC TRANSIT
Route 200 (Late Night)
Proposed Route 200
Existing Route 333
SERVICE DEVELOPMENT
February 28, 2013
SCALE 1:40000
PROJECTION
UTM Zone 10 NAD83
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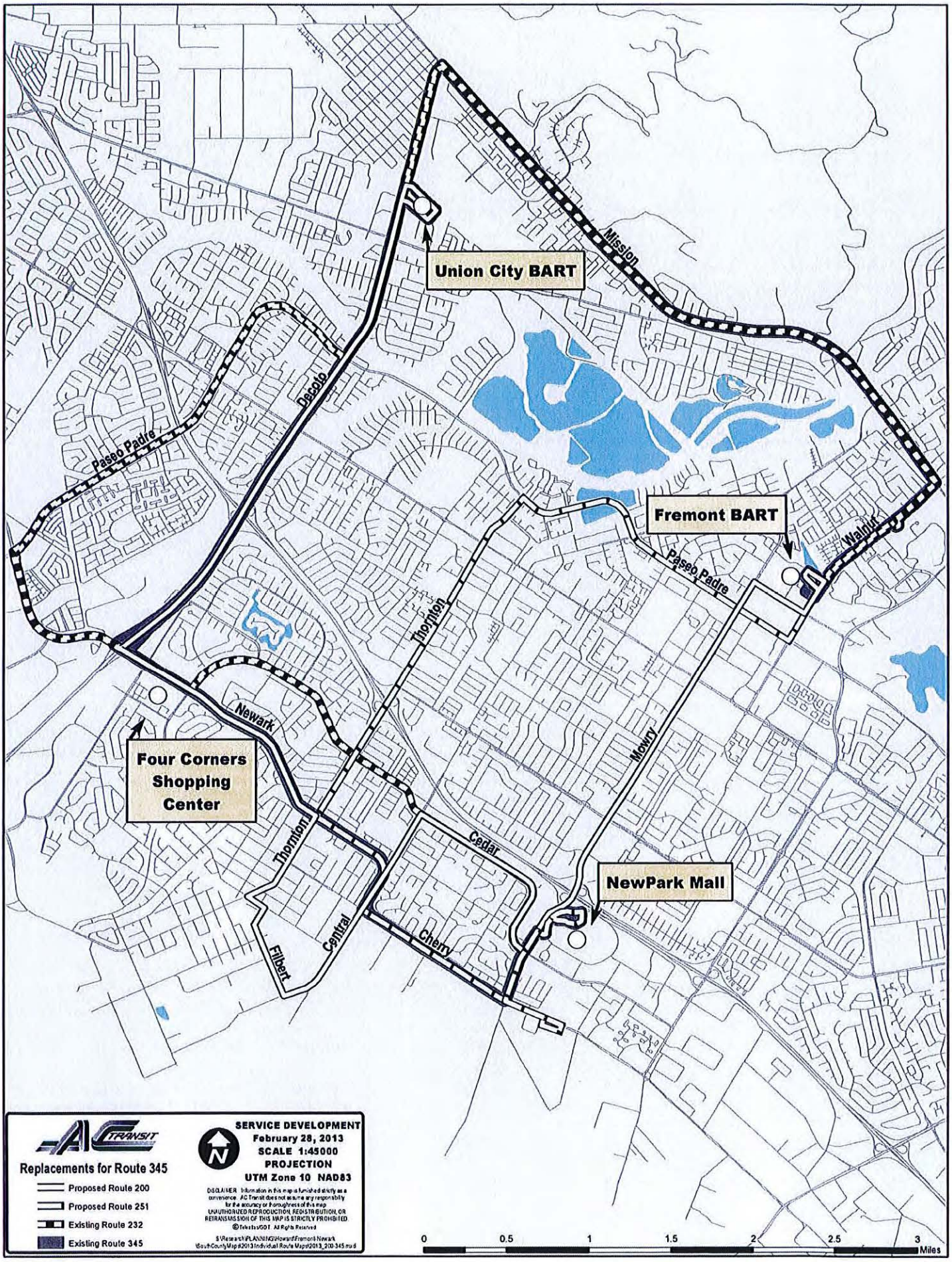
Miles


Union City BART
Fremont BART
Four Corners Shopping Center
NewPark Mall
Mission
Decoto
Paseo Padre
Walnut
Thornton
Newark
Mowry
Cedar
Central
Filbert
Cherry
AC TRANSIT
Replacements for Route 345
Proposed Route 200
Proposed Route 251
Existing Route 232
Existing Route 345
SERVICE DEVELOPMENT
February 28, 2013
SCALE 1:45000
PROJECTION
UTM Zone 10 NAD83
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0
0.5
1
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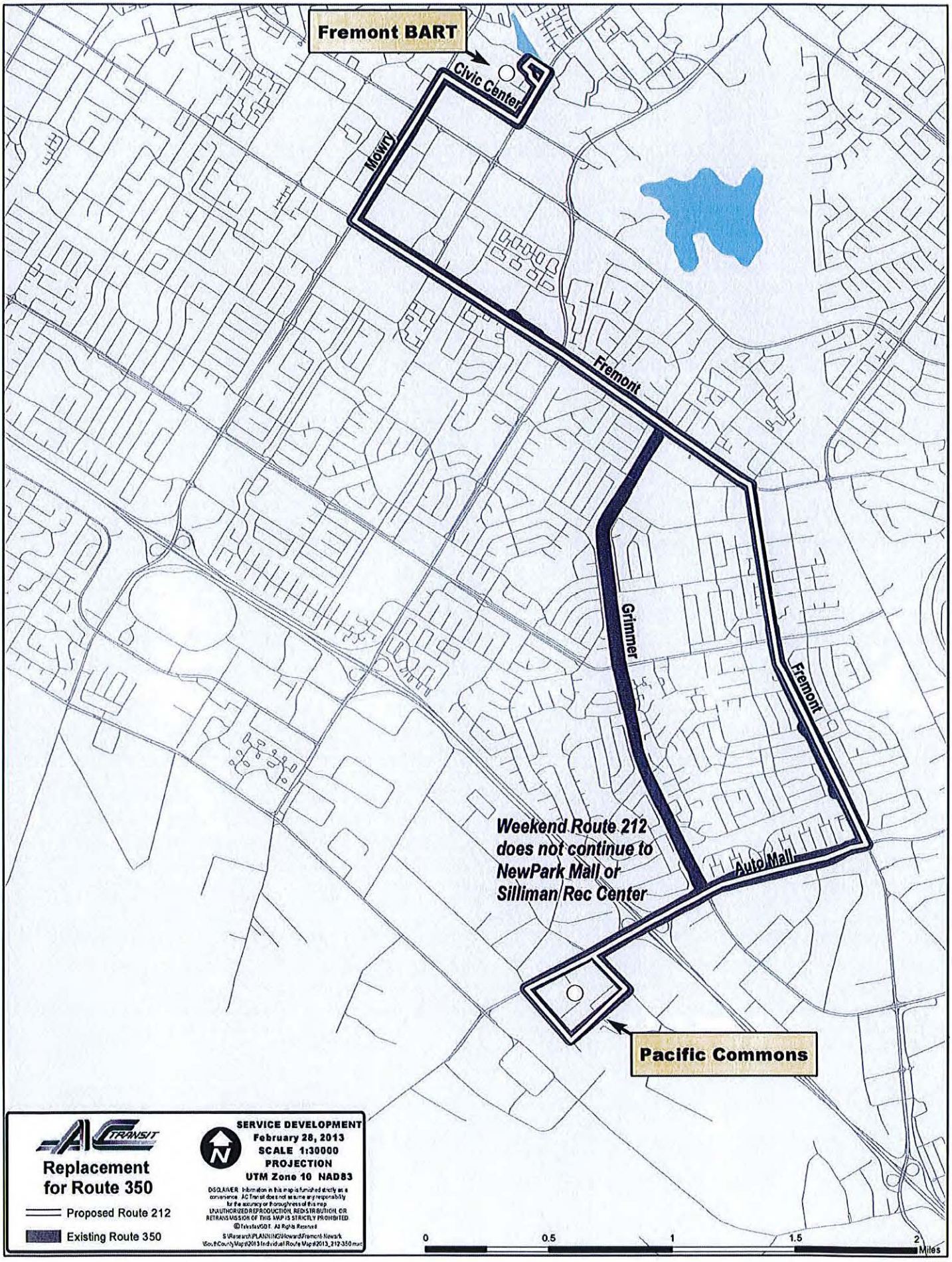
Miles


Fremont BART
Civic Center
Mowry
Fremont
Grimmer
Fremont
Auto Mall
Weekend Route 212
does not continue to
NewPark Mall or
Silliman Rec Center
Pacific Commons
AC TRANSIT
Replacement
for Route 350
Proposed Route 212
Existing Route 350
SERVICE DEVELOPMENT
February 28, 2013
SCALE 1:30000
PROJECTION
UTM Zone 10 NAD83
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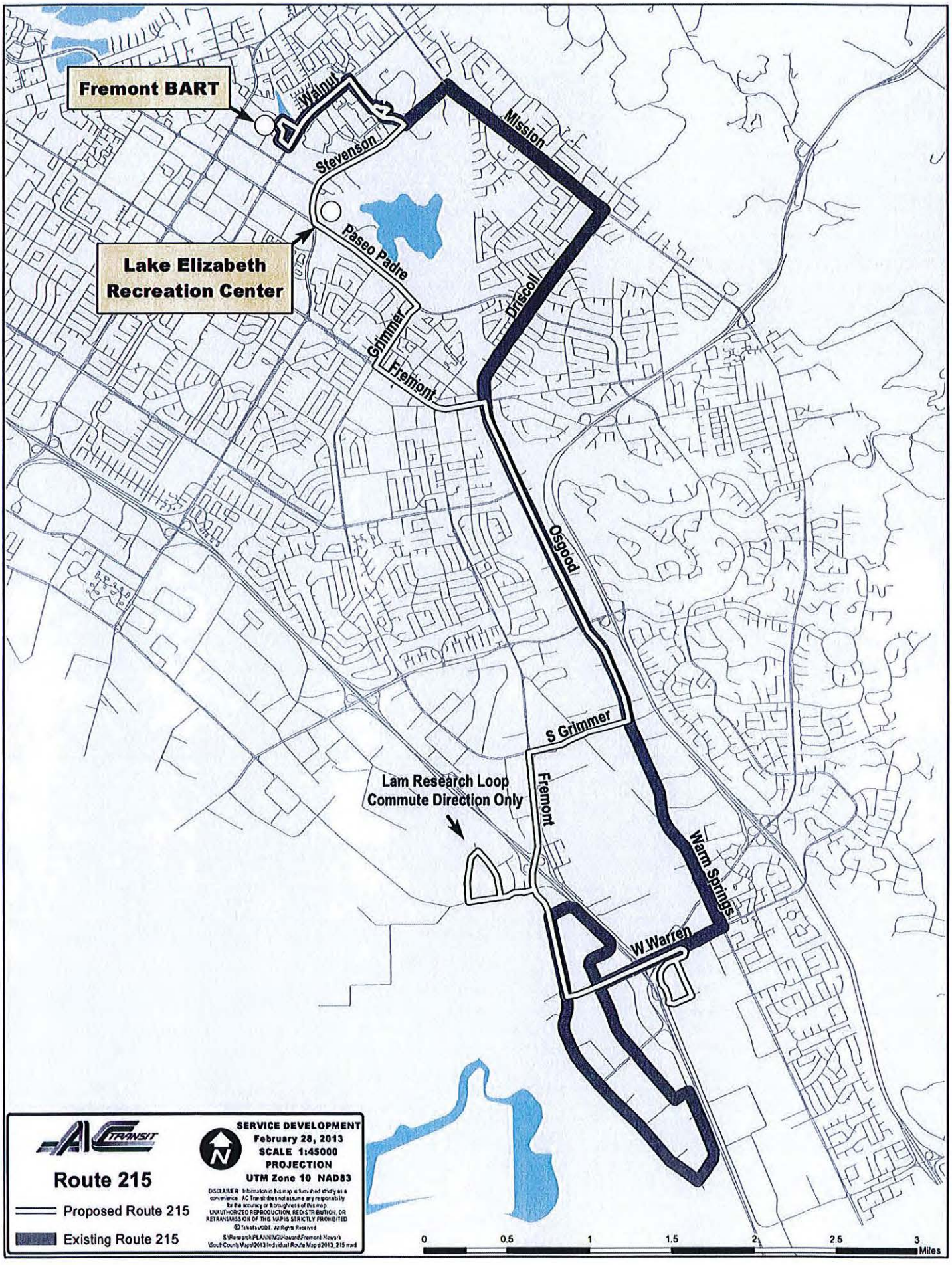
Fremont BART
Walnut
Stevenson
Mission
Lake Elizabeth
Recreation Center
Paseo Padre
Grimmer
Fremont
Driscoll
Osgood
S Grimmer
Lam Research Loop
Commute Direction Only
Fremont
Warm Springs
W Warren
AC TRANSIT
Route 215
Proposed Route 215
Existing Route 215
SERVICE DEVELOPMENT
February 28, 2013
SCALE 1:45000
PROJECTION
UTM Zone 10 NAD83
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0
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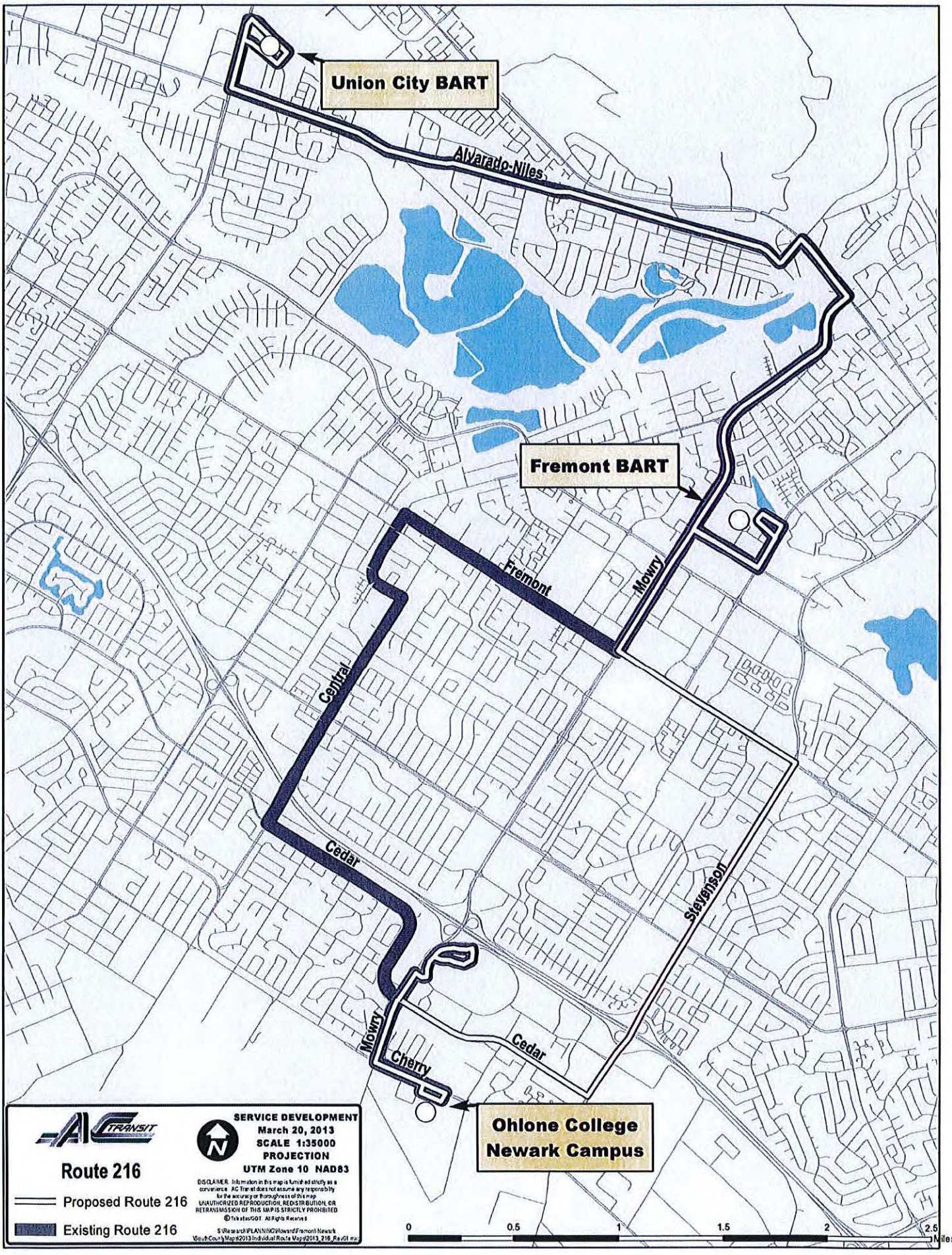
Union City BART
Alvarado-Niles
Fremont BART
Fremont
Mowry
Central
Cedar
Mowry
Cherry
Cedar
Stevenson
Ohlone College
Newark Campus
AC TRANSIT
Route 216
Proposed Route 216
Existing Route 216
SERVICE DEVELOPMENT
March 20, 2013
SCALE 1:35000
PROJECTION
UTM Zone 10 NAD83
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0
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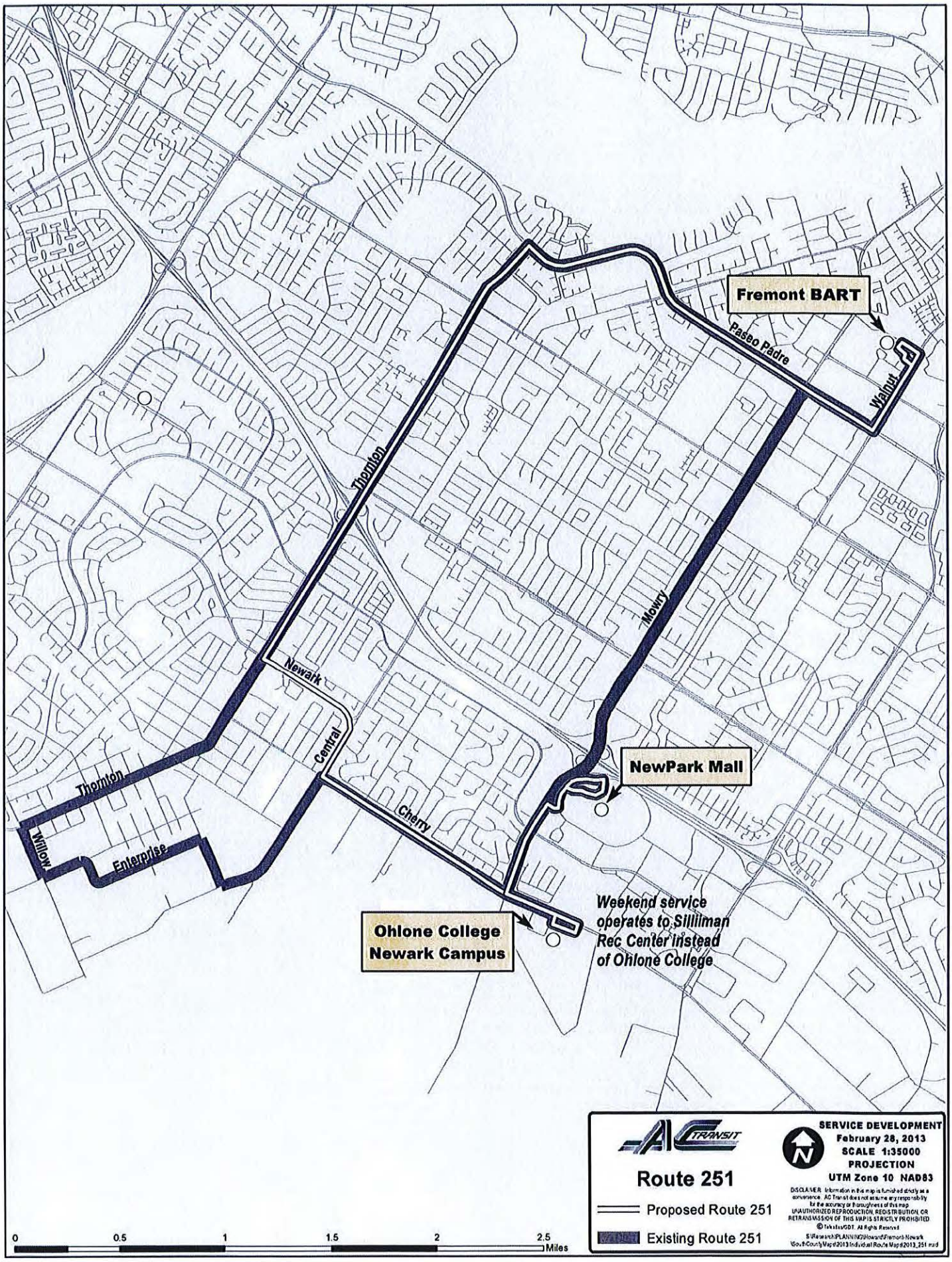
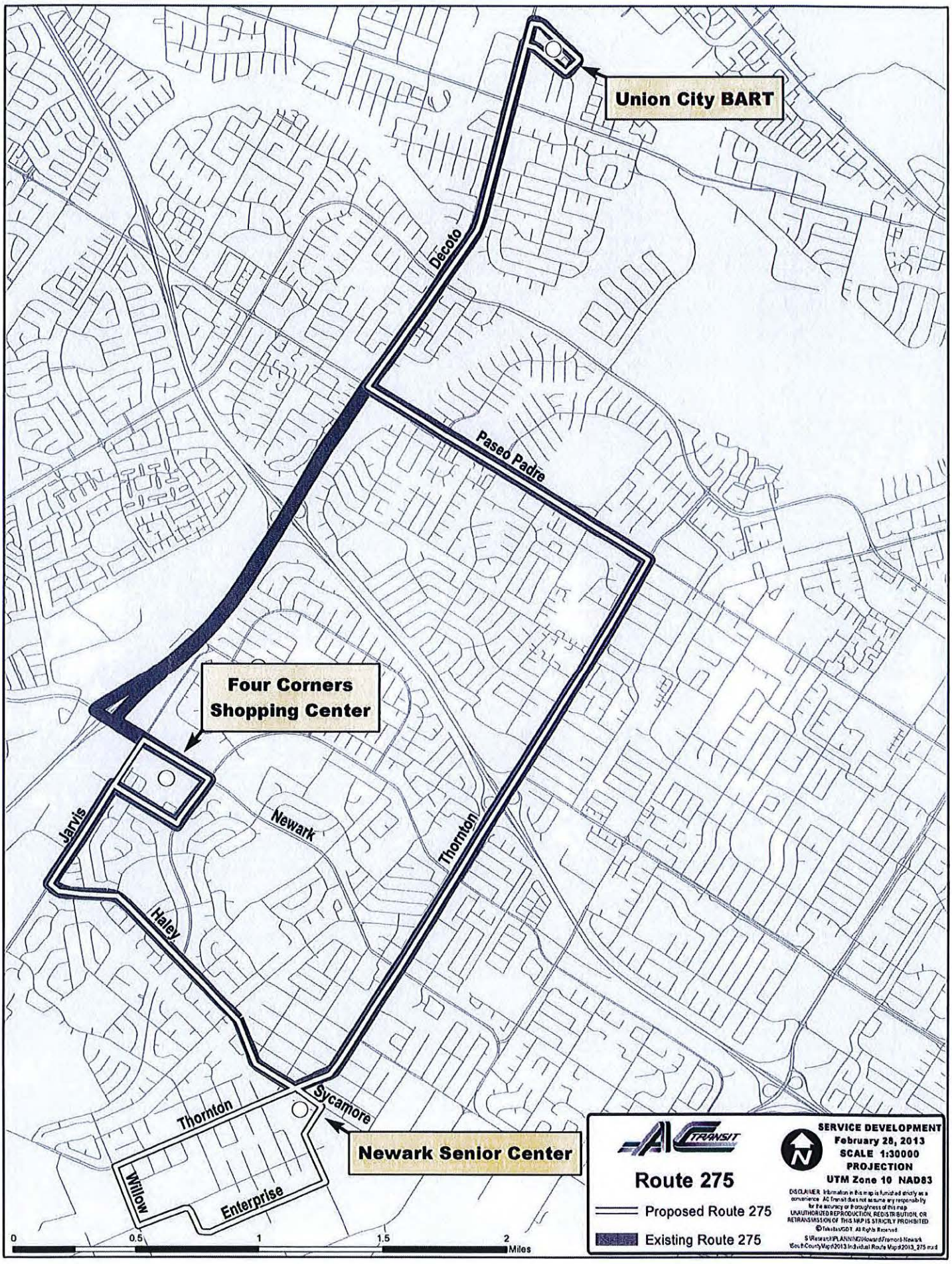
1
1.5
2
2.5
Miles


Fremont BART
Paseo Padre
Walnut
Thornton
Mowry
Newark
Central
NewPark Mall
Cherry
Thornton
Willow
Enterprise
Ohlone College
Newark Campus
Weekend service
operates to Silliman
Rec Center instead
of Ohlone College
AC TRANSIT
Route 251
Proposed Route 251
Existing Route 251
SERVICE DEVELOPMENT
February 28, 2013
SCALE 1:35000
PROJECTION
UTM Zone 10 NAD83
0
0.5
1
1.5
2
2.5
Miles


Union City BART
Decoto
Paseo Padre
Four Corners Shopping Center
Jarvis
Newark
Thornton
Haley
Thornton
Sycamore
Newark Senior Center
Willow
Enterprise
0
0.5
1
1.5
2
Miles
AC TRANSIT
Route 275
Proposed Route 275
Existing Route 275
SERVICE DEVELOPMENT
February 28, 2013
SCALE 1:30000
PROJECTION
UTM Zone 10 NAD83
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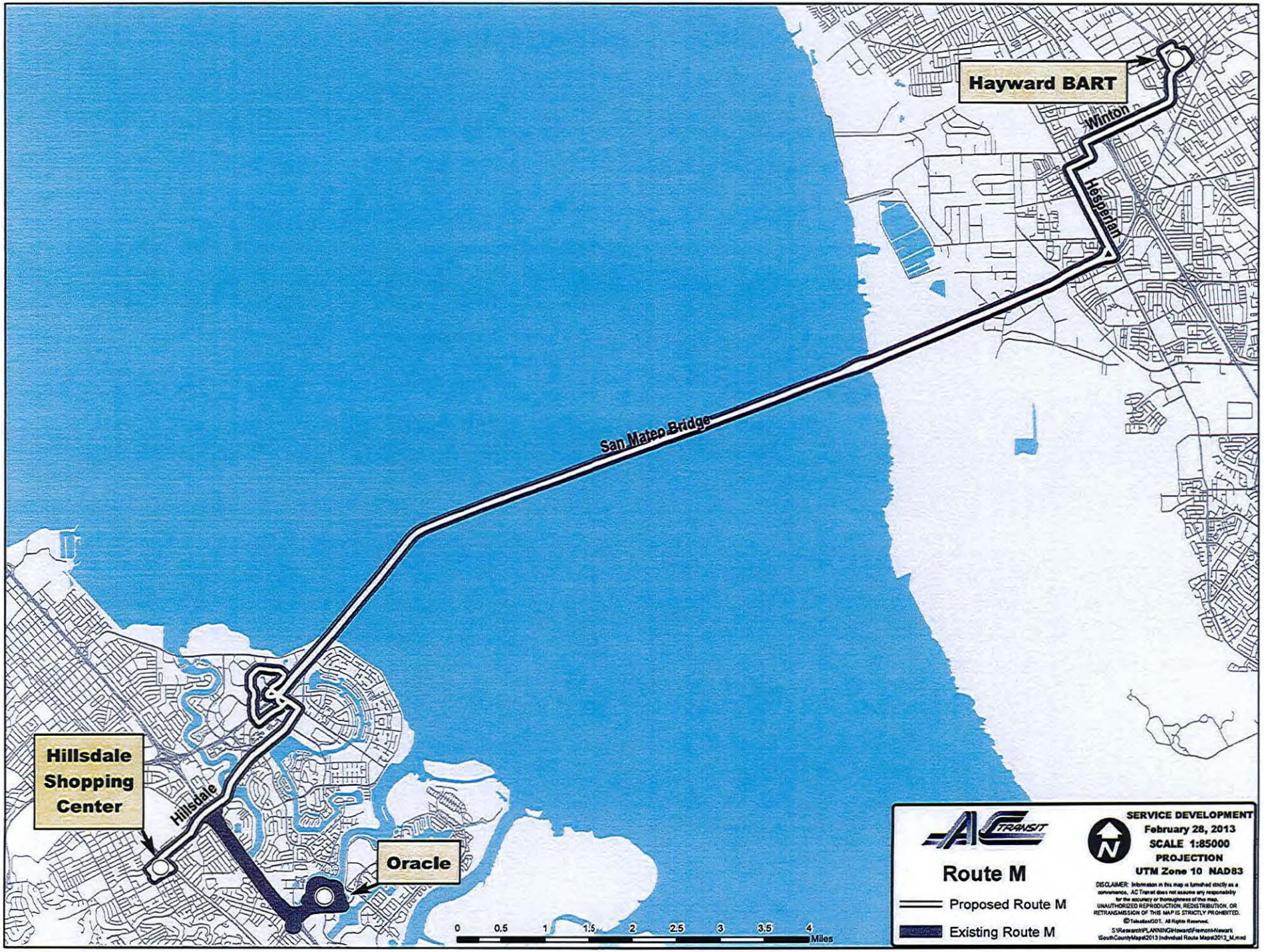
Hayward BART
Winton
Hesperian
San Mateo Bridge
Hillsdale Shopping Center
Hillsdale
Oracle
0 0.5 1 1.5 2 2.5 3 3.5 4 Miles
AC TRANSIT
Route M
Proposed Route M
Existing Route M
SERVICE DEVELOPMENT
February 28, 2013
SCALE 1:85000
PROJECTION
UTM Zone 10 NAD83
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Appendix C

Noise Modeling Results

bus trip

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	0.0
Average automobile speed (mph):	35.0
Medium truck volume (v/h):	0.0
Average medium truck speed (mph):	35.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	4.0
Average bus speed (mph):	35.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Distance from center of 12-ft wide, single lane roadway (ft):	32.8
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	51.2

Appendix D

Transportation Impact Memorandum

FEHR PEERS

MEMORANDUM

Date: June 10, 2013

To: Abe Leider, Rincon Consultants

From: Matthew Ridgway and Carrie Nielson, Fehr & Peers

Subject: Analysis of AC Transit Service Impacts Associated with the Route 238 Project and Central and South Alameda County Route Restructuring

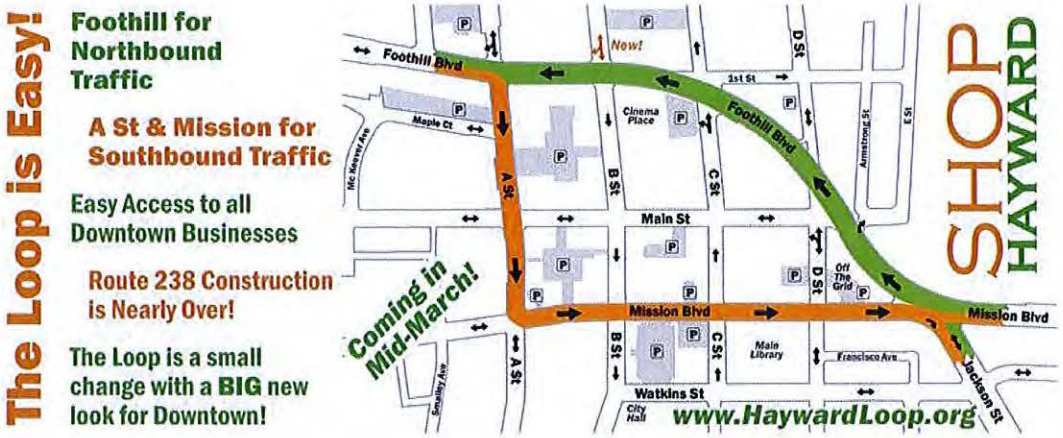
WC13-3038

This memorandum presents an analysis of AC Transit service restructuring for two distinct projects in Alameda County. The first project is service restructuring associated with the Route 238 Project in Downtown Hayward, which converted Mission Boulevard and Foothill Boulevard into a one-way couplet through Downtown Hayward. The second project would restructure existing bus routes on select routes serving Central and Southern Alameda County. This memorandum analyzes impacts, including service and ridership impacts associated with each project respectively.

ROUTE 238 CORRIDOR IMPROVEMENT PROJECT

The Route 238 Corridor Improvement Project converted the previously two-way Mission Boulevard and Foothill Boulevard (Route 238) into a one-way couplet through Downtown Hayward. Mission Boulevard between A Street and Jackson Street was converted to one leg of the couplet (southbound), while Foothill Boulevard between Jackson Street and A Street was converted to the northbound leg of the one-way couplet. AC Transit bus routes that previously operated along these corridors when they carried two-way traffic were then diverted onto adjacent roadways. Mission and Foothill Boulevards remain two-way roadways north of A Street and south of Jackson Street.

1330 Broadway | Suite 833 | Oakland CA 94612 | (510) 834-3200 | Fax (510) 253-0059
www.fehrandpeers.com



CEQA Checklist

The California Environmental Quality Act checklist[1] has six questions pertaining to transportation impacts. Though these do not represent significance thresholds, they help indicate the level of impact. Three of these questions are relevant to this analysis and ask if the project:

> (a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system?
> (d) Substantially increases hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?
> (f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Analysis and assessment of these impacts is discussed in the sections below.

Transit Service Impacts

The implementation of the Route 238 one-way couplet affected AC Transit routes 22 (counterclockwise), 48, 93 (counterclockwise), 99, and 801 that previously operated on northbound Mission Boulevard. Northbound bus traffic now turns from Mission Boulevard onto Fletcher Lane, and then travels north on Watkins Street, providing new service south of D Street. North of C Street, northbound traffic is diverted onto Main Street and then turns onto westbound A Street to reconnect with Mission Boulevard. Additionally, some bus stops that serve routes 32, 94, and 95 no longer serve routes 22, 48, 99, and 801.

[1] Appendix G CEQA checklist is available at: www.dot.ca.gov/ser/downloads/ceqa/CEQAchecklist.doc

No schedule changes were made to the routes with the Project. Because the Project diverts traffic, most affected routes experience very slight increases in overall route mileage, as shown in **Table 1**, with the highest increase being 0.16 miles, which at 13 miles per hour would increase bus travel times by approximately 44 seconds.[2] **Figure 1** summarizes the service changes. **Figures 2 through 10** summarize the bus stop changes and route changes for each route.

Ridership Impacts

Boarding and alighting data for the period before and after the Project implementation was not available for this analysis. However, several other indicators provide a qualitative basis for assessing impacts in ridership associated with the Project. The following considerations were examined for each affected route:

- Replacement of any eliminated bus stops within one block of the existing bus stop
- Increases or decreases in route length that would substantially affect travel time
- Elimination of opportunities to transfer between routes

All eliminated bus stops were replaced within one block of any eliminated or modified bus stops. As presented in Table 1, minor changes to the overall mileage of the routes occurred with the Project. These do not warrant substantial travel time savings or delay to bus riders and are therefore not expected to affect ridership. Each affected route continues to stop at the Hayward BART Station, which is a transfer point between all of the routes. Therefore, removal of a route from a bus stop that serves additional routes was not deemed an impact to ridership.

Under item CEQA Checklist item (f), it is anticipated that the proposed changes would not conflict with AC Transit's own adopted policies, plans, and programs or decrease the performance or safety of their transit facilities, as AC Transit has studied these service changes. Analysis of changes in travel time indicate that a decrease in performance or safety were not impacted under the project.

Because all bus stops and routes were relocated within one block of the existing service, no trips are anticipated to shift between transit and auto travel. As a result, no impacts are expected under item (a) of the CEQA Checklist.

[2] Existing average speed of AC Transit routes serving downtown Hayward

TABLE 1 AC TRANSIT ROUTING CHANGES DUE TO ROUTE 238 PROJECT

Route	New Segments	Miles	Eliminated Segments	Miles	Net Change	Change in Travel Time (seconds) [1]
22	Watkins Street (NB) between B and C Streets	0.09	Mission Boulevard (NB) between B and C Streets	0.09	-0.01	-3
			B Street (WB) between Mission Boulevard and Watkins Street	0.06		
48	A Street (WB) between Mission Boulevard and Foothill Boulevard	0.22	B Street (WB) between Mission Boulevard and Foothill Boulevard	0.22	0	0
	Mission Boulevard (SB) between A Street and B Street	0.1	Foothill Boulevard (SB) between A and B Streets	0.1		
93	C Street (EB) between Mission Boulevard and Main Street	0.08	Mission Boulevard (NB) between A and C Streets	0.18	0.16	44
	Main Street (NB) between C Street and A Street	0.18				
	A Street (WB) between Main Street and Mission Boulevard	0.08				
99	Watkins Street (NB) between B Street and Fletcher Lane	0.36	Mission Boulevard (NB) between B Street and Fletcher Lane	0.36	.01	-3
	Fletcher Lane (WB) between Watkins Street and Mission Boulevard	0.05	B Street (WB) between Mission Boulevard and Watkins Street	0.06		
	C Street (EB) between Mission Boulevard and Main Street	0.08	Mission Boulevard (NB) between A and C Streets	0.18	0.16	44

TABLE 1 AC TRANSIT ROUTING CHANGES DUE TO ROUTE 238 PROJECT

Route	New Segments	Miles	Eliminated Segments	Miles	Net Change	Change in Travel Time (seconds) [1]
	Main Street (NB) between C Street and A Street	0.18				
	A Street (WB) between Main Street and Mission Boulevard	0.08				
801	Watkins Street (NB) between B Street and Fletcher Lane	0.36	Mission Boulevard (NB) between B Street and Fletcher Lane	0.36	-.01	-3
	Fletcher Lane (WB) between Watkins Street and Mission Boulevard	0.05	B Street (WB) between Mission Boulevard and Watkins Street	0.06		
	C Street (EB) between Mission Boulevard and Main Street	0.08	Mission Boulevard (NB) between A and C Streets	0.18	0.16	44
	Main Street (NB) between C Street and A Street	0.18				
	A Street (WB) between Main Street and Mission Boulevard	0.08				

1. Additional travel time is an estimate in seconds based on the increase or decrease in route mileage and an average AC Transit travel speed 13 MPH through Downtown Hayward.
Source: Fehr & Peers, AC Transit, 2013.

Roadway Impacts

No new bus trips are added as a result of the Project; however, bus volumes shifted between the new and eliminated route segments. **Table 2** presents the shift in average weekday bus volumes from eliminated to new route segments. The table summarizes the new roadway segments that now operate bus service.

AC Transit has studied each new roadway to determine if the restructuring increases hazards on those roadways, as bus service now operates on those segments. As a result no impacts are expected under CEQA Checklist item (d).

TABLE 2 SHIFT IN BUS VOLUMES

Affected Routes	New Segment	Eliminated Segment	Shift in Weekday Bus Volumes
22, 99, 801	Watkins Street (NB) between B and C Streets	Mission Boulevard (NB) between B and C Streets	75
		B Street (WB) between Mission Boulevard and Watkins Street	
99, 801	Watkins Street (NB) Between C and D Streets	Mission Boulevard (NB) between C and D Streets	40
22, 99, 801	Watkins Street (NB) between D Street and Fletcher Lane	Mission Boulevard (NB) between D Street and Fletcher Lane	75
	Fletcher Lane (WB) between Watkins Street and Mission Boulevard		
48	A Street (WB) between Mission Boulevard and Foothill Boulevard	B Street (WB) between Mission Boulevard and Foothill Boulevard	15
	Mission Boulevard (SB) between A Street and B Street	Foothill Boulevard (SB) between A and B Streets	15
93, 99, 801	C Street (EB) between Mission Boulevard and Main Street	Mission Boulevard (NB) between A and C Streets	55
	Main Street (NB) between C Street and A Street		
	A Street (WB) between Main Street and Mission Boulevard		

2. Source: Fehr & Peers and AC Transit, 2012 and 2013.

Bus Stop Changes

Table 3 inventories the existing bus stops affected by the Route 238 Project. Five new stops were implemented with the Project, four stops had changes in routes served, and three stops were eliminated.

Per *Designing with Transit* Streets Policy 6: Create safe, functional, and legal bus stops with needed amenities, the following elements should be considered in bus stop design:

6.1 Make bus stops long enough for the buses that will use them
6.2 Paint the curb at bus stops red
6.3 Assure that sidewalks are wide enough and clear enough for bus stops
6.4 Provide an ADA compliant bus boarding/alighting area at least 8 feet by 5 feet
6.5 Provide bus shelters with appropriate amenities

At the five new bus stops, no bus stop amenities have been provided, which does not comply with Streets Policy 6.5. Typical bus stop amenities in a downtown area may include a bus shelter or bench, bus route and wayfinding information, bicycle parking, and/or garbage cans. Many of the pre-existing bus stops (before Route 238 Project) in Downtown Hayward have these features. These elements should be considered in order to improve comfort and convenience of riders at these new bus stops. Where wayfinding and bus route maps and schedules exist, they have not been updated to reflect the new service changes.

Two bus stops in the study area may warrant further consideration based on multiple elements listed above. On Main Street at B Street, the new bus stop is located adjacent to a pre-existing stop that remains out of service. Those bus stop amenities could be relocated approximately 20 feet to the north to serve the new bus stop. On Mission Boulevard at C Street, Route 22 has been removed from the existing near-side bus stop on C Street at Mission Boulevard and relocated to a far-side stop approximately 30 feet away on Mission Boulevard. Both of these stops serve the 99 and 801 routes. These two stops may be able to be consolidated at the existing C Street bus stop, which has pre-existing bus stop amenities, including wayfinding and route information as well as a bus bench and garbage cans. Further study by AC Transit could be considered to determine if this is a viable option.

TABLE 3 BUS STOPS AFFECTED BY ROUTE 238 PROJECT

Bus Stop Location[1]	Existing Conditions	Considerations
New Bus Stops		
Main Street (NB) at B Street – 93, 99, 801 	• No bus stop amenities at new stop • New stop has bagged "service change" sign • Existing "temporarily out of service" bus stop with amenities immediately adjacent but not utilized • Existing bus bulb is extended with new bus stops to provide an 80' bus stop; bus stops in outside travel lane • Eliminates 1 parking space • Buses stop in travel lane	• Relocate bench, bus pole flag, and garbage can from existing out-of-service stop to new bus stop • Install permanent bus pole flag and wayfinding/route information
Watkins Street (NB) at C Street – 22, 99, 801 	• No bus stop amenities at new stop • New stop has bagged "service change" sign • Tree and tree pit obstruct accessible landing area (5' by 8' area) adjacent to bus pole flag • Eliminates approximately 2 parking spaces • Buses stop in parking lane	• Move bus pole flag approximately 10 feet to the south to allow front and center door accessible landing areas (5' x 8'). For newer buses, accessible area should be 16' down from bus pole flag. • Install permanent bus pole flag and wayfinding/route information • Install bus shelter or bench behind existing sidewalk
Mission Boulevard (SB) at C Street – 22, 99, 801 	• No bus stop amenities at new stop • No bagged "service change" sign, blank AC Transit bus pole flag • Eliminates approximately 2 parking spaces • New stop provides pedestrian-scale lighting • Immediately adjacent bus stop on C Street has existing wayfinding and bench and 99 and 801 also stop there • Buses stop in parking lane	• Install permanent bus pole flag and wayfinding/route information and install bagged "service change" sign in near-term • Install bus shelter or bench behind existing sidewalk

Watkins Street (NB) at Jackson Street – 22, 99, 801

- No bus stop amenities at new stop
- New stop has bagged "service change" sign
- Eliminates approximately 4 parking spaces
- Narrow effective sidewalk width at new stop
- Buses stop in parking lane

- Consider relocating stop to area with activated building frontage
- Install permanent bus pole flag and wayfinding/route information
- Install bus shelter or bench
- Consider constructing bus bulb to lessen impact on narrow sidewalk

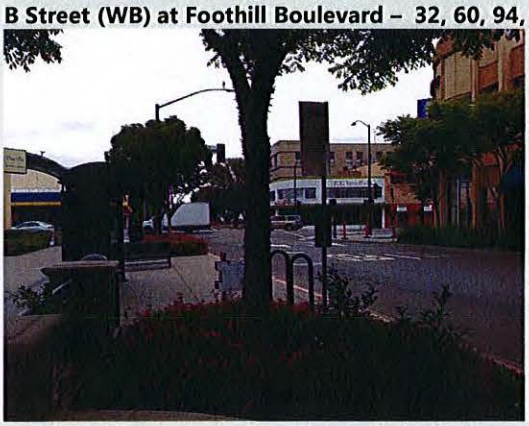
Fletcher Lane (WB) at Watkins Street – 22, 99, 801

- No bus stop amenities at new stop
- New bus pole flag
- New bus pad widens sidewalk
- Eliminates approximately 4 parking spaces
- New Downtown Wayfinding signage
- Buses stop in parking lane

- Install route information
- Install bus shelter or bench

Existing Bus Stops

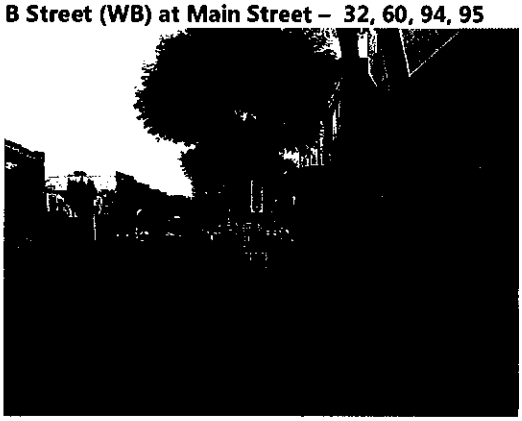
B Street (WB) at Foothill Boulevard – 32, 60, 94, 95



- Existing bus shelters, benches, short-term bicycle parking, and bus info/wayfinding
- New stop has bagged "service change" sign, indicating route 48 rerouting
- Buses stop in travel lane

- Install permanent bus pole flag

B Street (WB) at Main Street – 32, 60, 94, 95



- Existing bus shelters, benches, short-term bicycle parking, and bus info/wayfinding
- New stop has bagged "service change" sign, indicating route 48 rerouting
- Buses stop in travel lane

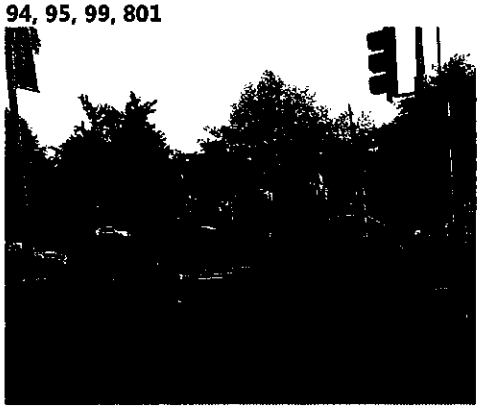
- Install permanent bus pole flag

B Street (WB) at Mission Boulevard – 32, 48, 60, 93, 94, 95

- Existing bus shelters, benches, short-term bicycle parking, and bus info/wayfinding
- New stop has bagged "service change" sign, indicating route 22, 99, and 801 rerouting
- Buses stop in travel lane

- Install permanent bus pole flag

C Street (EB) at Mission Boulevard – 32, 48, 60, 93, 94, 95, 99, 801



- Existing bus bench, benches, garbage can, and bus info/wayfinding
- New stop has route 22 marked out on existing bus pole flag
- Buses stop in parking lane

- Consider replacing bench with bus shelter

NOTES:

1. In addition to these eight bus stops, three stops were eliminated, including Mission Boulevard (NB) at B Street, Mission Boulevard (NB) at C Street, and Mission Boulevard (NB) at Willis Avenue.

Source: Fehr & Peers, 2013; AC Transit, "Designing with Transit," 2004.

CENTRAL AND SOUTH COUNTY SERVICE RESTRUCTURING

AC Transit is considering a proposed service restructuring plan for South and Central Alameda County, which includes the cities of Hayward, Union City, Newark, and Fremont. The goal of the restructuring is to increase ridership through increased frequency and service hours on select routes and elimination of underutilized and/or confusing routes or route segments. The following sections present an assessment of the proposed service changes to estimate impacts on transit ridership and additional traffic that may be generated as a result of elimination of some routes or route segments. Based on the analysis, no significant impacts are expected.

CEQA Checklist

The California Environmental Quality Act checklist[3] has six questions pertaining to transportation impacts. Though these do not represent significance thresholds, they help indicate the level of impact. Three of these questions are relevant to this analysis and ask if the project:

> (a) Conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system?
> (d) Substantially increases hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?
> (f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Assessment of these impacts is discussed in the sections below.

Methodology

The proposed service restructuring includes both increases and improvements to existing bus routes as well as elimination of underperforming routes. The transit ridership forecasting literature includes elasticities to estimate changes in ridership based on service increases; however, the existing literature does not include elasticities or other estimates to understand the effects of route elimination or restructuring on ridership. As such, several discrete methodologies were used and presented in the next sections.

[3] CEQA checklist is available at: www.dot.ca.gov/ser/downloads/ceqa/CEQAchecklist.doc

Ridership Increase Methodology

Transportation Cooperative Research Program (TCRP) *Fixed-Route Transit Ridership Forecasting and Service Planning Methods* (Transportation Research Board, Synthesis 66, 2006) presents case studies on ridership elasticities based on increases in transit frequency. The report presents multiple case studies, including transit agencies of differing sizes and land use contexts. Orange County Transportation Authority (OCTA) ridership elasticities were applied, as this was the most comparable agency in terms of land use context. These elasticities estimate high and low ranges of ridership increases based on increases in number of buses per hour. The range of elasticities from the OCTA case is presented in **Table 4**.

TABLE 4 OCTA GUIDELINES FOR SERVICE ELASTICITY FACTORS

Percent Increase in Service Level (buses/hour)	Recommended Elasticity Factor
20% or less (e.g. 30 to 25 minute headways)	+0.50 to +0.70
More than 20% to 50% (e.g. 60 to 45 minute headways)	+0.50 to +0.75
More than 50% to 100% (e.g. 60 to 30 minute headways)	+0.75 to +0.9

Source: TCRP 66 *Fixed-Route Transit Ridership Forecasting and Service Planning Methods*, 2006.

Several routes had increases in service span but did not increase bus frequency. For these proposed changes, general guidelines for high and low estimates of ridership elasticities from Chapter 10 "Bus Routing and Coverage" in TCRP Report 95 *Traveler Response to Transportation System Changes* (2004) were applied. The general range for service expansion can be +0.6 to +1.0.

Qualitative Methodology

In addition to quantitative methodologies, a qualitative checklist approach was used to further understand impacts to ridership and potential increase in auto trips along eliminated route segments. The checklist estimates whether ridership would be expected to increase or decrease based on the following factors:

- Increased frequency
- Elimination of route but within ¼ mile walkshed of transit
- Service to populations or employment-dense areas
- Converts circulator to a two-way route

- Truncated or combined route(s)
- Elimination of weekend service

Each factor is assumed to increase ridership, with the exception of the last two factors, which would be expected to decrease ridership. Each figure presents a checklist for each of the impacted service areas.

Estimated Changes in Ridership

Tables 5 and 6 and **Figures 11 through 22** present the estimated weekday and weekend increase in ridership associated with the service span and frequency increases. Low and high ranges are presented for the ridership increases, with between 470 and 661 riders estimated for each weekday projected. Ridership increases of between 415 and 570 weekday daily riders are associated with increases in service frequency. On several routes, service span is proposed to be increased, and these are expected to increase ridership by between 55 and 92 weekday riders. Most weekend restructuring adds weekend service, which is anticipated to increase ridership, or does not affect service, as shown in Table 6.

Under item CEQA Checklist item (f), changes to service proposed by AC Transit would not conflict with its own adopted policies, plans, and programs or decrease the performance and/or safety of their transit facilities.

Estimated Change in Auto Use

As shown in **Tables 5 and 6**, in the Central and South Alameda County service area, approximately 500 weekday and 160 weekend passenger trips would be affected by the eliminated route segments. The expected increase in transit riders associated with the increased service on more productive lines would range from a low of about 470 passengers to a high of 660 passengers on weekdays. Even accounting for those passenger trips affected by reduced service, the net change in auto trip-making resulting from the service changes would be positive – fewer auto trips. There is some potential that localized impacts could occur in areas with reduced service, but unlikely as the service changes focus on segments of underperforming routes; many of the existing routes that are eliminated are partially or wholly replaced by new routes; and most routes have underlying service. Any changes in auto trip-making would be spread across a wide network resulting in no noticeable change in traffic conditions. As such,

under item CEQA Checklist item (a), increase in auto usage is not expected to have a significant impact.

Roadways with New Service

A summary of roadway segments with new bus service are presented in **Table 7**. This summary of roadways with new service is necessary to understand possible impacts associated with CEQA Checklist item (d), which asks if there will be a substantial increase in hazards due design features or incompatible uses. It is not anticipated that a substantial increase in hazards or incompatible uses will occur with bus operations on these roadway segments.

TABLE 5 ESTIMATED CHANGES IN WEEKDAY RIDERSHIP ASSOCIATED WITH CENTRAL/SOUTH COUNTY SERVICE RESTRUCTURING

Route	Change in Service	Passenger Trips on Eliminated Segments[1]	Range Potential Ridership Increase					
			Service Increase (%)	Frequency Increase[2]		Increase in Daily Hours (%)	Service Hour Increase[3]	
				Low	High		Low	High
68/85	Elimination of Huntwood Avenue between Industrial Parkway and Tennyson Road	22						
68/85	Decreased service frequency on Tennyson and Road and Dyer Street[4]							
99	Increase in frequency during daytime and nighttime service		50%	178	213			
200	New service to Pacific Research Center in commute peaks; Creates consistent, fixed-route service, including late night service[4]							
212	Increased Span					21%	55	92
212	Elimination of Grimmer Boulevard between Fremont Boulevard and Auto Mall Parkway	15						
215	Elimination of Stevenson Parkway between Guardino Drive and Mission Boulevard; Mission Boulevard between Stevenson Boulevard and Driscoll Avenue; Driscoll Avenue between Mission Boulevard and Fremont Boulevard	36						
215	Elimination of Warm Springs Avenue between Grimmer Boulevard and Warren Boulevard	15						
	Elimination of Bayside Parkway Loop	16						

TABLE 5 ESTIMATED CHANGES IN WEEKDAY RIDERSHIP ASSOCIATED WITH CENTRAL/SOUTH COUNTY SERVICE RESTRUCTURING

Route	Change in Service	Passenger Trips on Eliminated Segments[1]	Range Potential Ridership Increase					
			Service Increase (%)	Frequency Increase[2]		Increase in Daily Hours (%)	Service Hour Increase[3]	
				Low	High		Low	High
216	Elimination of Fremont Avenue-Peralta Boulevard-Central Avenue-Cedar Boulevard segment	67						
	Decrease in AM service span	11						
242	Splitting the Route[5]							
	Elimination of Ohlone College	6						
	Decrease PM service span	28						
	Elimination of Stevenson Boulevard between Civic Center Drive and Fremont Boulevard	18						
251	Elimination of loop and Decoto Freeway Section; Addition of service near Newark Senior Center[4]							
264	Elimination of Ardenwood Boulevard between SR 84 and Paseo Padre Parkway; Paseo Padre Parkway between Ardenwood Boulevard and Decoto Road	60						
	Elimination of Fremont Avenue between Decoto Road and Thornton Avenue; Thornton Avenue between Fremont Avenue and Paseo Padre Parkway; Paseo Padre Parkway between Thonton Avenue and Decoto Road							

TABLE 5 ESTIMATED CHANGES IN WEEKDAY RIDERSHIP ASSOCIATED WITH CENTRAL/SOUTH COUNTY SERVICE RESTRUCTURING

Route	Change in Service	Passenger Trips on Eliminated Segments[1]	Range Potential Ridership Increase					
			Service Increase (%)	Frequency Increase[2]		Increase in Daily Hours (%)	Service Hour Increase[3]	
				Low	High		Low	High
	Elimination of Ohlone College	49						
275	Increase service frequency, eliminate freeway-running section		25%	238	356			
333 Late Night Service	Elimination of Cedar Boulevard between Newark Boulevard and Central Avenue and between Mowry and Stevenson Boulevard	15						
333 Late Night Service	Stevenson Boulevard between Civic Center Drive and Cedar Boulevard	10						
391 Tuesday & Friday Only Hayward Shuttle	. Eliminate for low productivity . 14 trips affected . Underlying service on Lines 22/97/new 68/85	14						
DA	Eliminate Route	22						
M	Elimination of Oracle Route	44						
	Elimination of First Trip & Midday Service	54						

1. The passenger trips on eliminated segments indicates the number of current riders on segments with proposed service reductions. Note that the number of affected passengers is relatively small. In addition, in nearly all cases existing routes that are eliminated are partially or wholly replaced by new routes and most routes have underlying service.
2. Ridership elasticities from Orange County Transportation Authority (OCTA) ridership were used to estimate (Table 40, TCRP Synthesis 66) increases in ridership based on increase in bus buses/hour. For 20% or less increase, the range is +0.50 to +0.70; 20% to 50% is +0.50 to +0.75; and 50% to 100% is +0.75 to 0.90.
3. Where service span only increased, general guidelines on elasticities from TCRP 95 (2004) were applied. The low estimate represents a +0.6 increase and the high estimate has a +1.0 estimate.
4. No ridership changes are projected due to a lack of data for this route. Qualitative assessment of ridership impacts are presented in-text and on the corresponding figures.
5. Route was split into other routes or has underlying service on all eliminated segments, so existing riders are expected to shift to similar service.

Source: Fehr & Peers, 2013; American Community Survey 5-Year Estimates, 2007-2011; AC Transit, 2013; TCRP 66, 2006.

TABLE 6 ESTIMATED CHANGES IN WEEKEND RIDERSHIP ASSOCIATED WITH CENTRAL/SOUTH COUNTY SERVICE RESTRUCTURING

Route	Change in Service	Passengers Trips on Eliminated Segment[1]	Range Potential Ridership Increase					
			Service Increase (%)	Frequency Increase[2]		Increase in Daily Hours (%)	Service Hour Increase[3]	
				Low	High		Low	High
68	. Eliminate service 68 weekend service for low productivity . New weekday 85 is truncated to original line 85 routing on the weekend . Union City Transit lines 2 & 3 accommodate passengers along Whipple & Dyer	89						
99	. Increase frequency from 40 mins to 30 mins to 7pm . 7pm - 12am frequency increased from 60min to 30 min					32%	13	20
200[4]	. Provide service to Siliman Center							
210[4]	. Remains the same as weekday and current network . No passenger impacts expected							
212[4]	. Make route consistent with 212 weekday service route but terminate at Pacific Commons loop . Consistent weekday/weekend routing.							

216[4]	. Covers old 332 Niles segment and old 242 Stevenson Segment . Quicker service from Niles Segment to Newpark mall							
217	. Remains the same as weekday and current network							
232[4]	. Remains the same as weekday and current network (bar Ohlone College) . Service eliminated from Ohlone College with new layover at the Siliman Center . Negligible Ohlone College ridership							
242	. Absorbed into new 200 route and new 216 . Few trips affected with elimination of Ohlone College . Approximately 7 passenger trips are affected by the elimination of Stevenson between Fremont Blvd and Fremont BART.	7						
251	. Same as weekday route . Service eliminated from Ohlone College with new layover at the Siliman Center . Service eliminated along Thornton & Willow . Few trips affected with elimination of Ohlone College . Thornton & Willow full data not available. At least 24 trips affected. However the majority of the segment has less than a 10min walk to a 30min frequent route. . 6 passengers affected by decrease in span 1 hour	24 6						
332[4]	. Eliminate route. 232, 216 and 200 cover all segments							
345[4]	. Eliminate route. . New 200 covers most segments. 232 & 251 Cover remaining segments.							

350	. Route eliminated. See Line 212 for coverage on the majority of the route . 32 Passenger trips are affected by elimination of Grimmer Blvd. . More ridership gains likely on Fremont Blvd segment	32						

1. The passenger trips on eliminated segments indicates the number of current riders on segments with proposed service reductions. Note that the number of affected passengers is relatively small. In addition, in nearly all cases existing routes that are eliminated are partially or wholly replaced by new routes and most routes have underlying service.
2. Ridership elasticities from Orange County Transportation Authority (OCTA) ridership were used to estimate (Table 40, TCRP Synthesis 66) increases in ridership based on increase in bus buses/hour. For 20% or less increase, the range is +0.50 to +0.70; 20% to 50% is +0.50 to +0.75; and 50% to 100% is +0.75 to 0.90.
3. Where service span only increased, general guidelines on elasticities from TCRP 95 (2004) were applied. The low estimate represents a +0.6 increase and the high estimate has a +1.0 estimate.
4. Route has underlying service on eliminated segments, so existing riders are expected to shift to similar service, or no change in service is anticipated.

Source: Fehr & Peers, 2013; American Community Survey 5-Year Estimates, 2007-2011; AC Transit, 2013; TCRP 66, 2006.

TABLE 7 ROADWAYS WITH NEW BUS SERVICE

Route	Segment
200 & 200 Late Night	Civic Center Drive between Mowry Avenue and Walnut Avenue
200 & 200 Late Night	Cedar Boulevard between Mowry Avenue Central Avenue
200 & 200 Late Night	Mowry between Cedar Boulevard and Civic Center Drive
200 & 200 Late Night	Sycamore Street between Thornton Avenue and Carter Avenue
200 & 200 Late Night	Thornton Avenue between Sycamore Street and Newark Boulevard
200	Decoto Road between Newark Boulevard and Paseo Padre Parkway
68-85	Industrial Parkway between Huntwood Avenue and Ruus Road
216	Cedar Boulevard between Mowry Avenue and Stevenson Boulevard
216	Fremont Boulevard between Mowry Avenue and Stevenson Boulevard
216	Stevenson Boulevard between Cedar Boulevard and Fremont Boulevard
251	Newark Boulevard between Thornton Avenue and Central Avenue
251	Central Avenue between Cherry Street and Newark Boulevard
215	Stevenson Boulevard between Guardino Drive and Paseo Padre Parkway
215	Paso Padre Parkway between Stevenson Boulevard and Grimmer Boulevard
215	Grimmer Boulevard between Paseo Padre Parkway and Fremont Boulevard
215	Fremont Boulevard between Grimmer Boulevard and Driscoll Avenue
215	S Grimmer Boulevard between Fremont boulevard and Warm Springs Avenue
215	Fremont Boulevard between S. Grimmer Boulevard and Bayside Parkway
215	Lam Research Loop
275	Thornton Avenue between Willow Street and Newark Boulevard
275	Willow Street between Thornton Avenue and Enterprise Drive
275	Enterprise Drive between Willow Street Filbert Street
275	Filbert Street between Enterprise Drive and Central Avenue
275	Jarvis Avenue between Lido Boulevard and Newark Boulevard

Source: Fehr & Peers, AC Transit, 2013.

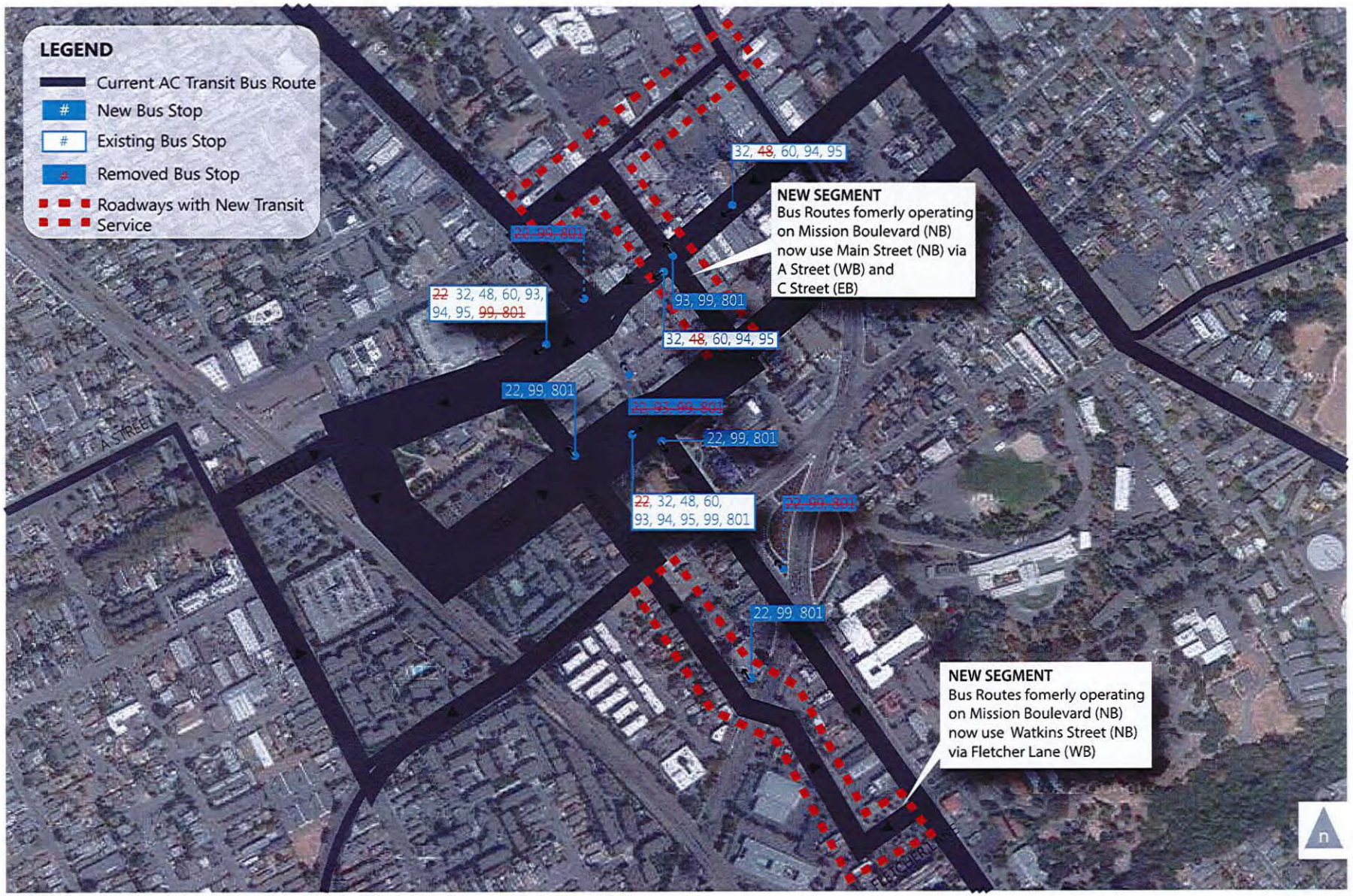


Figure 1.

Summary of Downtown Hayward Service Changes with Route 238 One-Way Couplet

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FEHR & PEERS

Figure 2.

Downtown Hayward Service Changes with Route 238 One-Way Couplet - AC Transit Route 22-Counterclockwise

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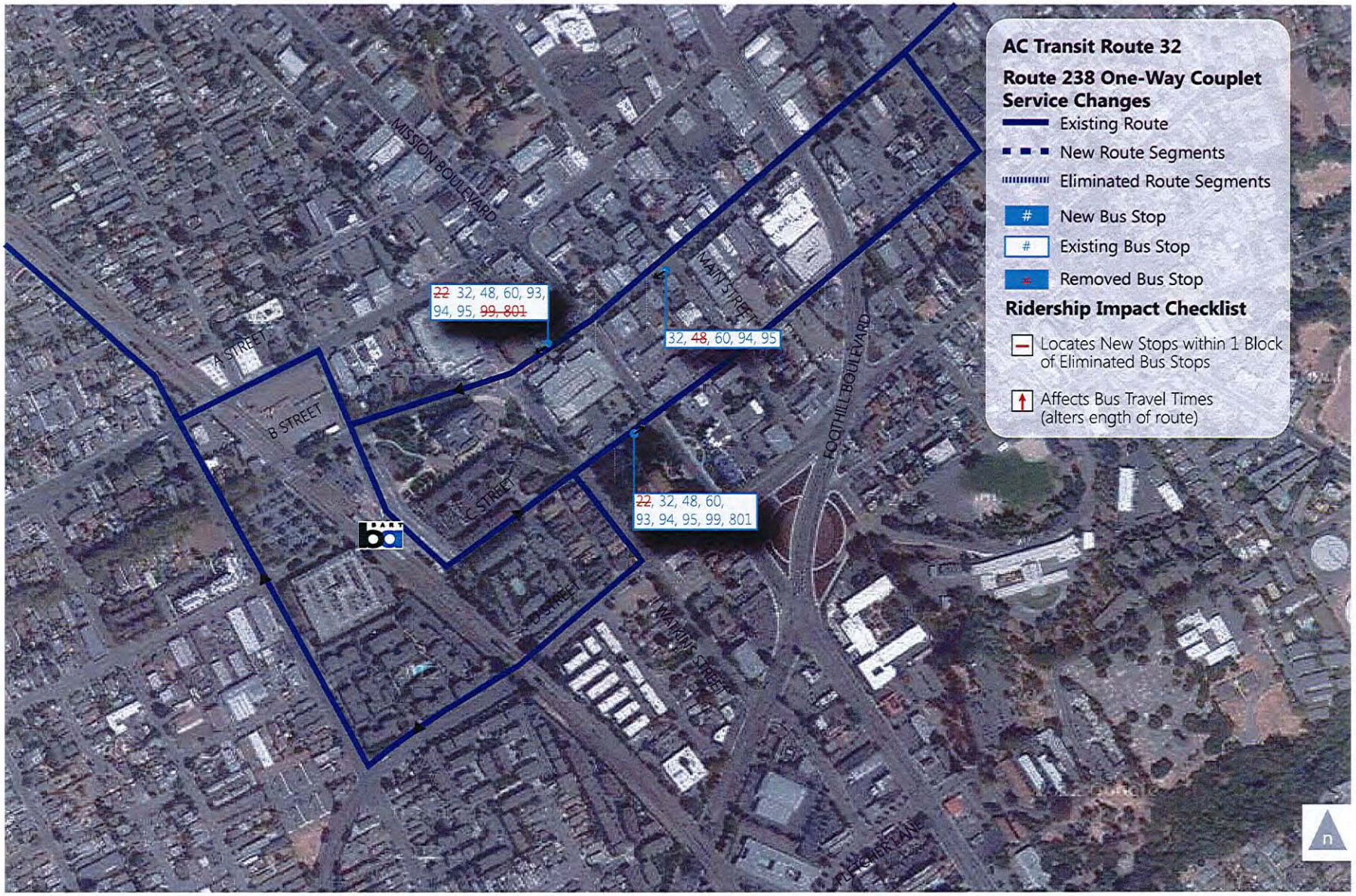

Figure 3.

Downtown Hayward Service Changes with Route 238 One-Way Couplet - AC Transit Route 32

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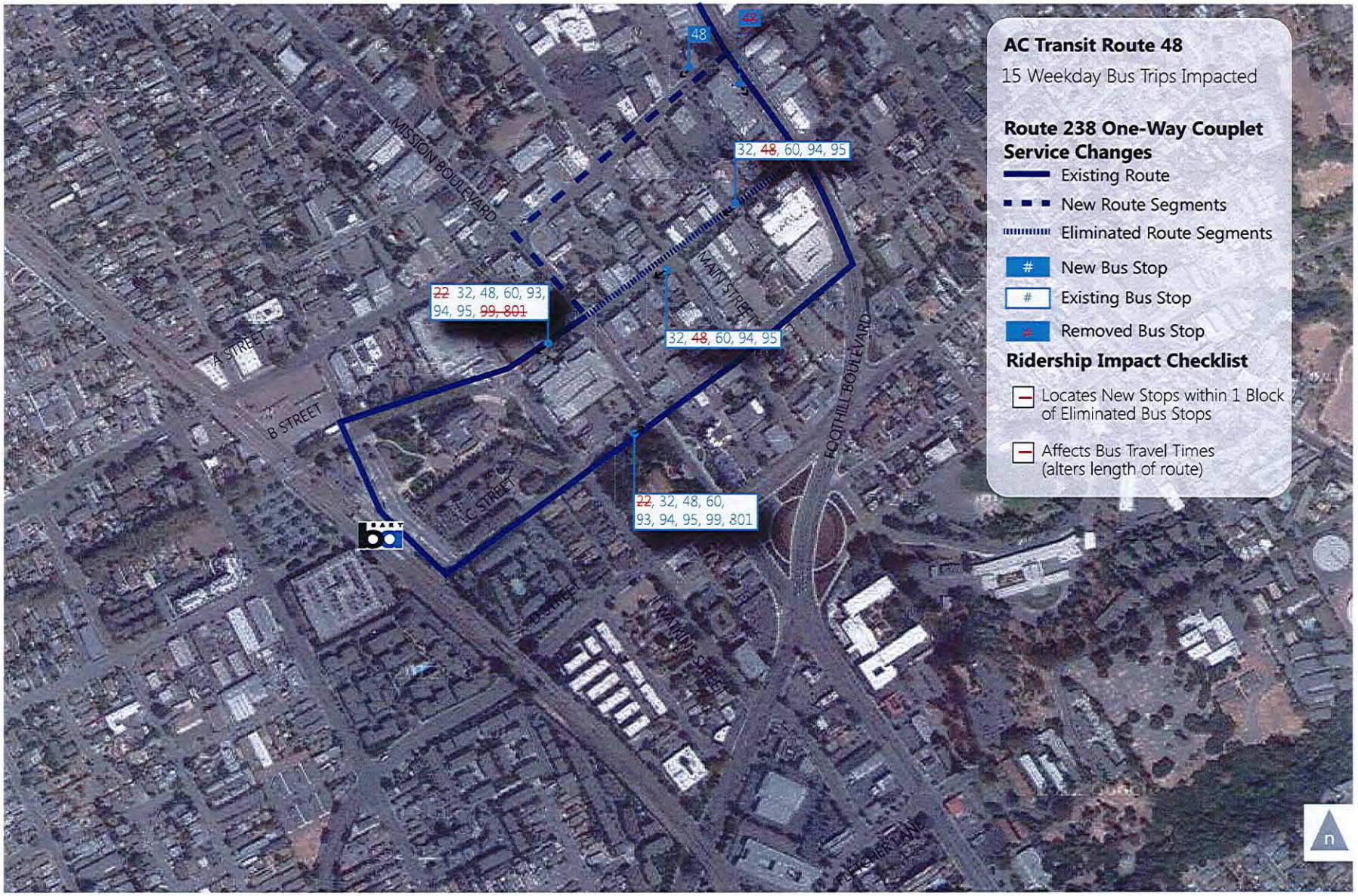

Figure 4.

Downtown Hayward Service Changes with Route 238 One-Way Couplet - AC Transit Route 48

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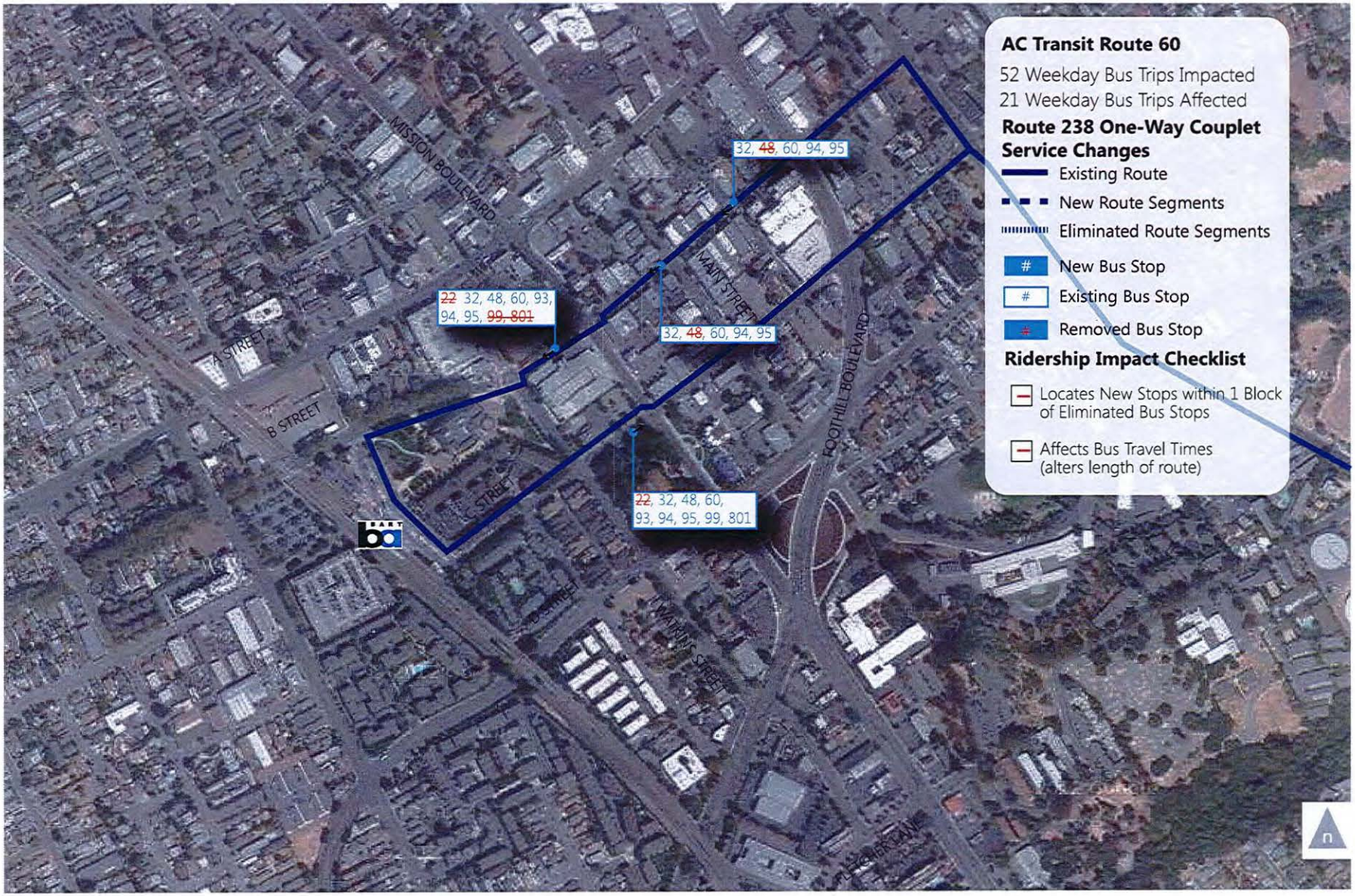

Figure 5.

Downtown Hayward Service Changes with Route 238 One-Way Couplet - AC Transit Route 60

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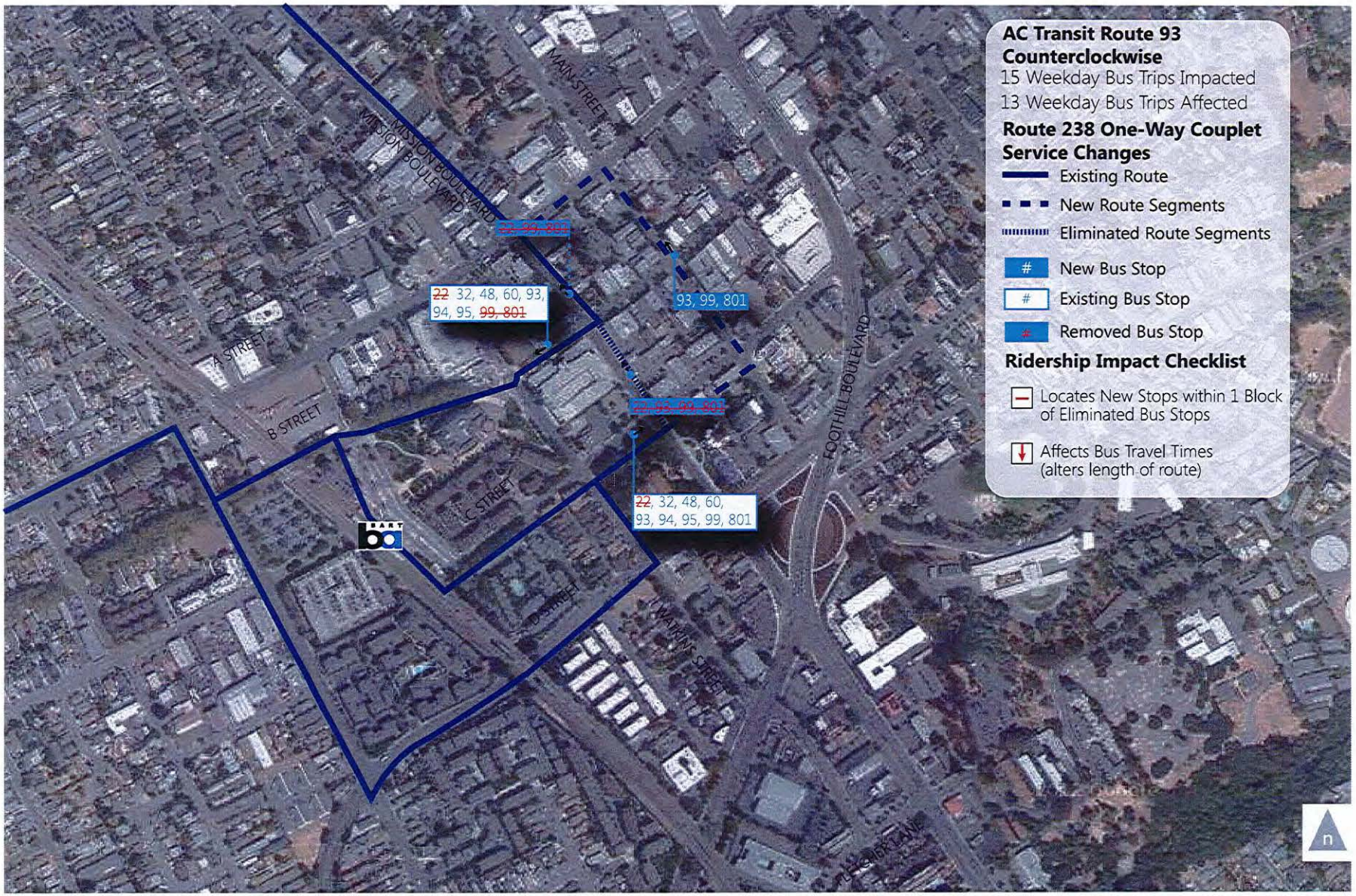

Figure 6.

Downtown Hayward Service Changes with Route 238 One-Way Couplet - AC Transit Route 93-Counterclockwise

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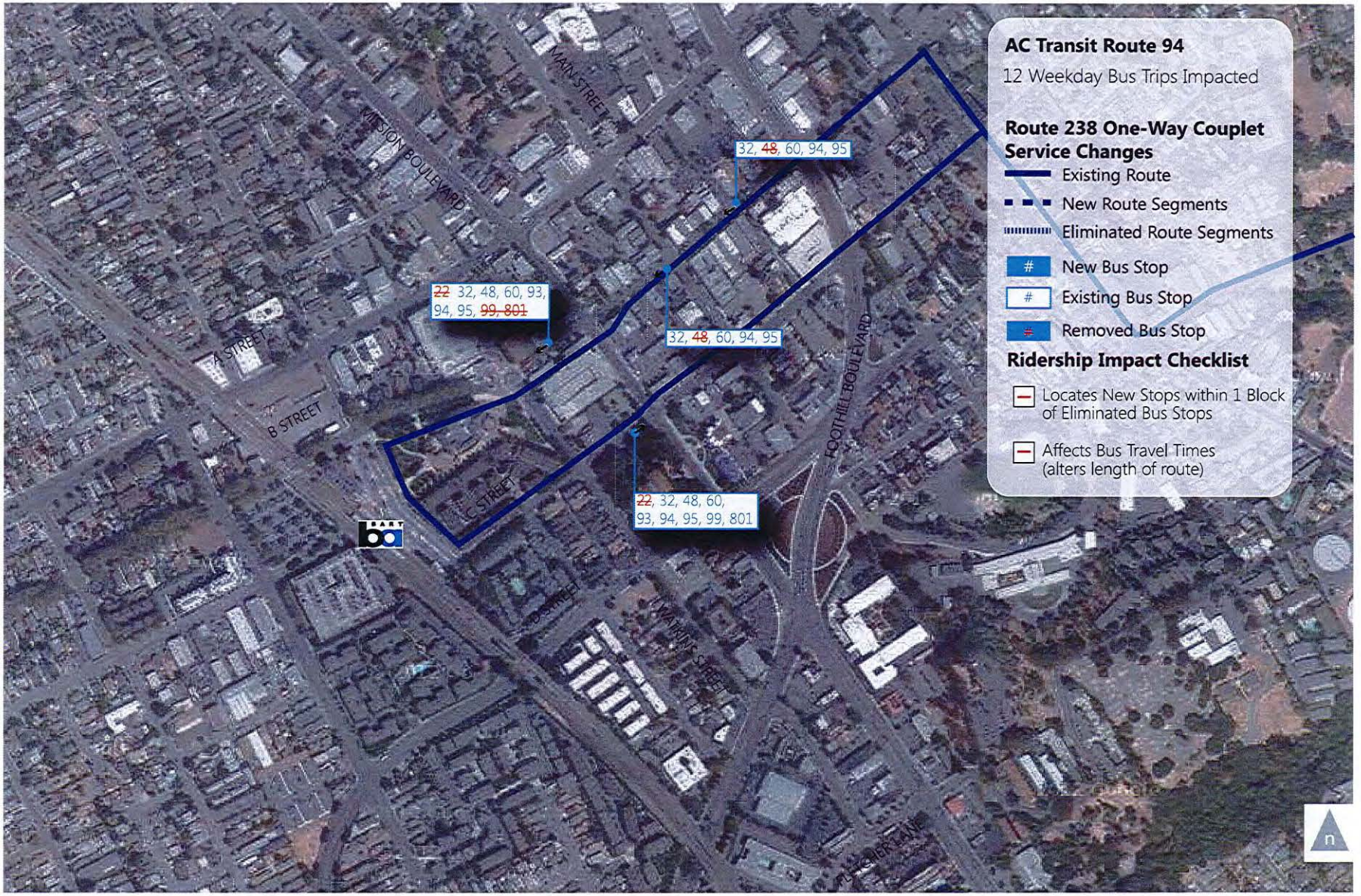

Figure 7.

Downtown Hayward Service Changes with Route 238 One-Way Couplet - AC Transit Route 94

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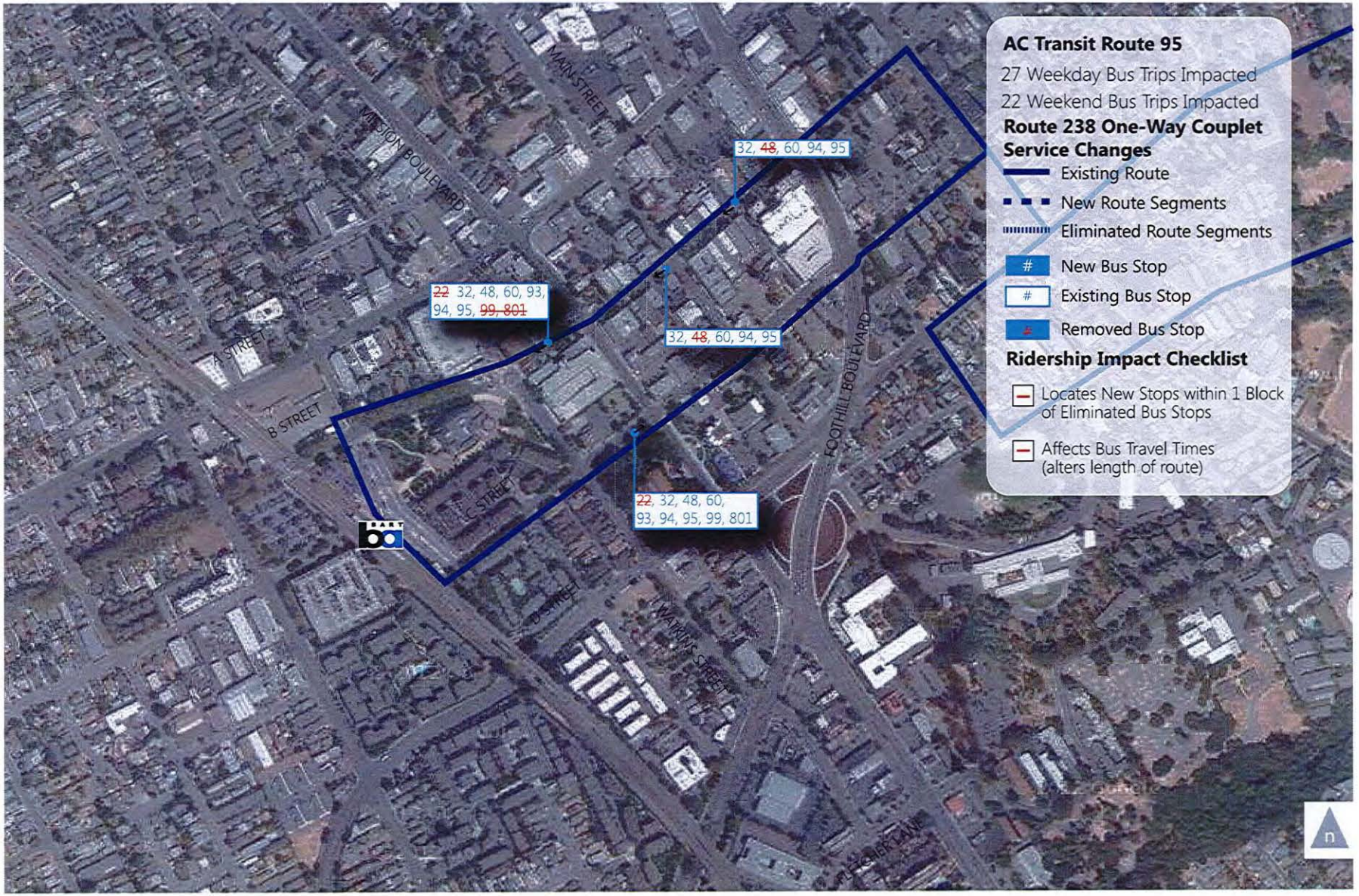

Figure 8.

Downtown Hayward Service Changes with Route 238 One-Way Couplet - AC Transit Route 95

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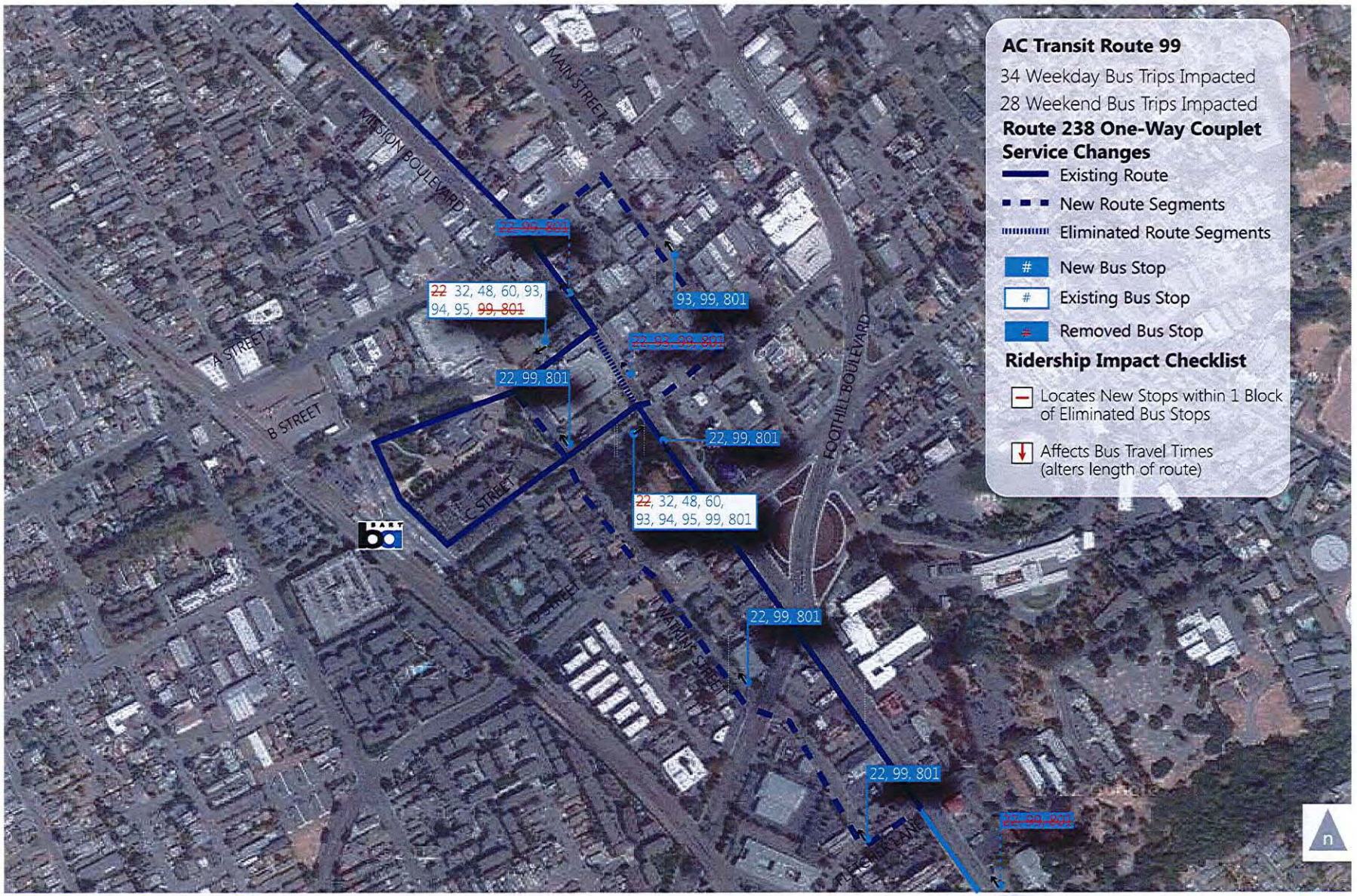

Figure 9.

Downtown Hayward Service Changes with Route 238 One-Way Couplet - AC Transit Route 99

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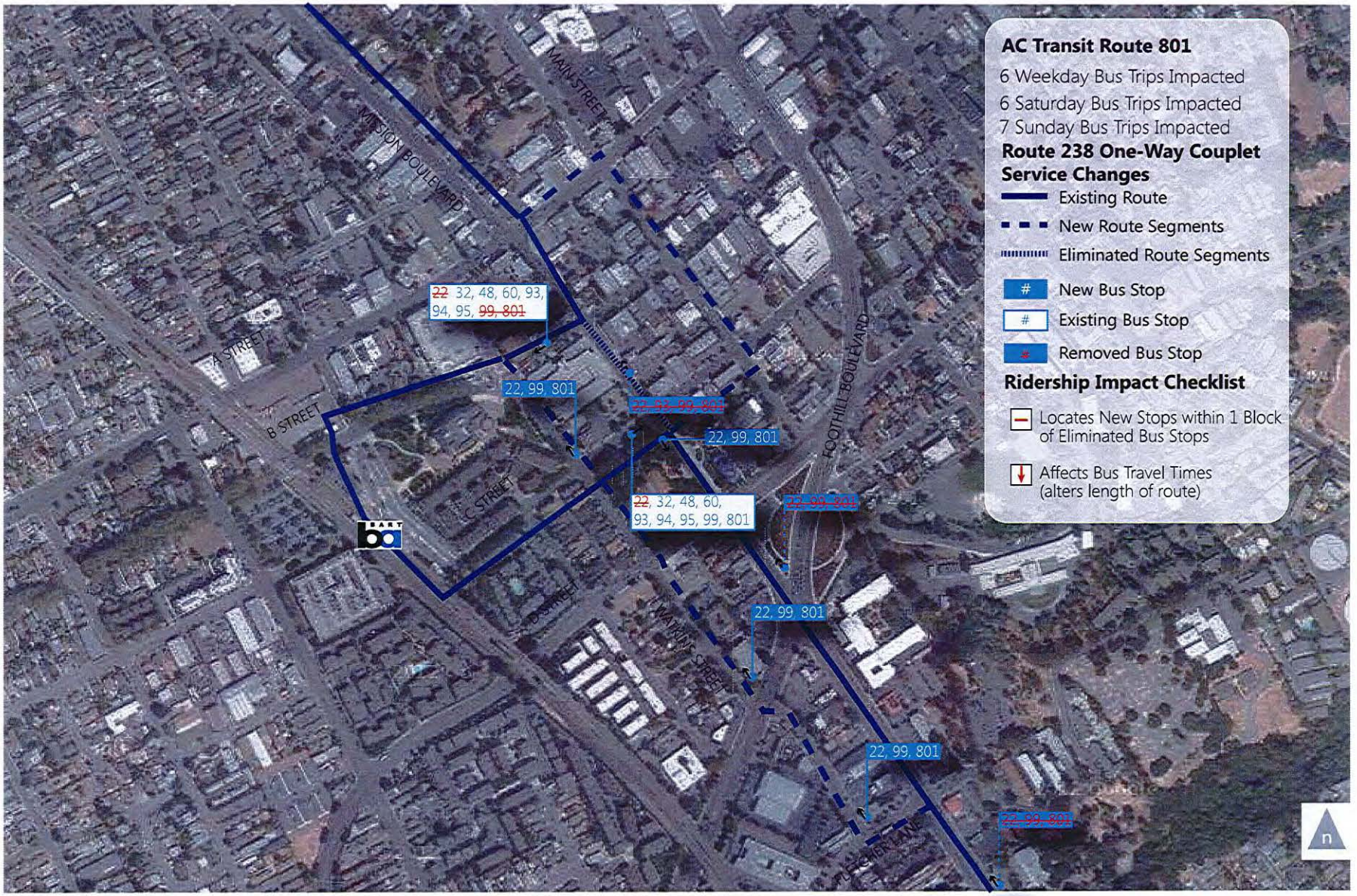

Figure 10.

Downtown Hayward Service Changes with Route 238 One-Way Couplet - AC Transit Route 801

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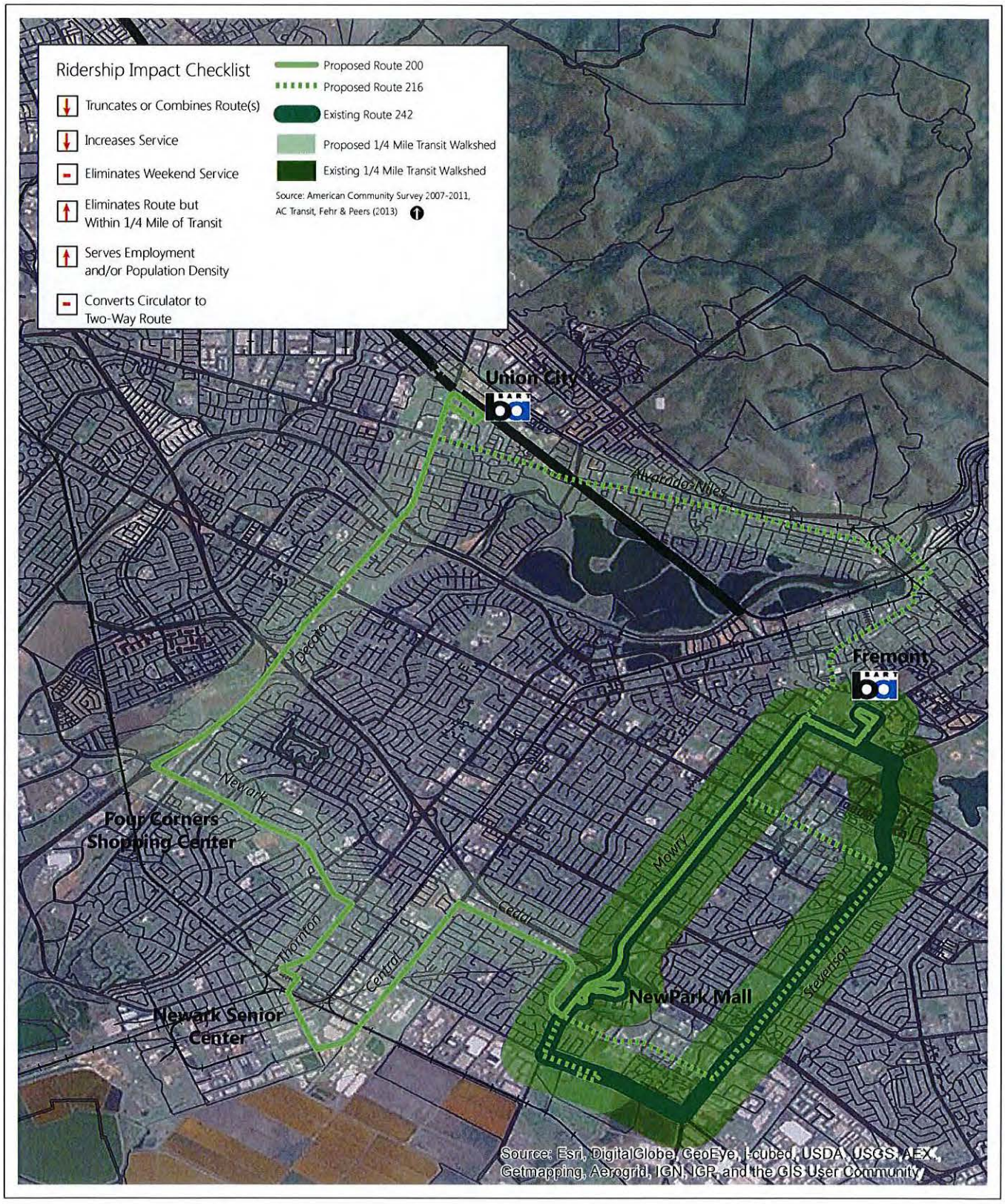
AC TRANSIT

ROUTE 66 SOUTH HAYWARD BART TO UNION LANDING PROPOSED CHANGES
FIGURE 11

FEHR & PEERS

AC TRANSIT

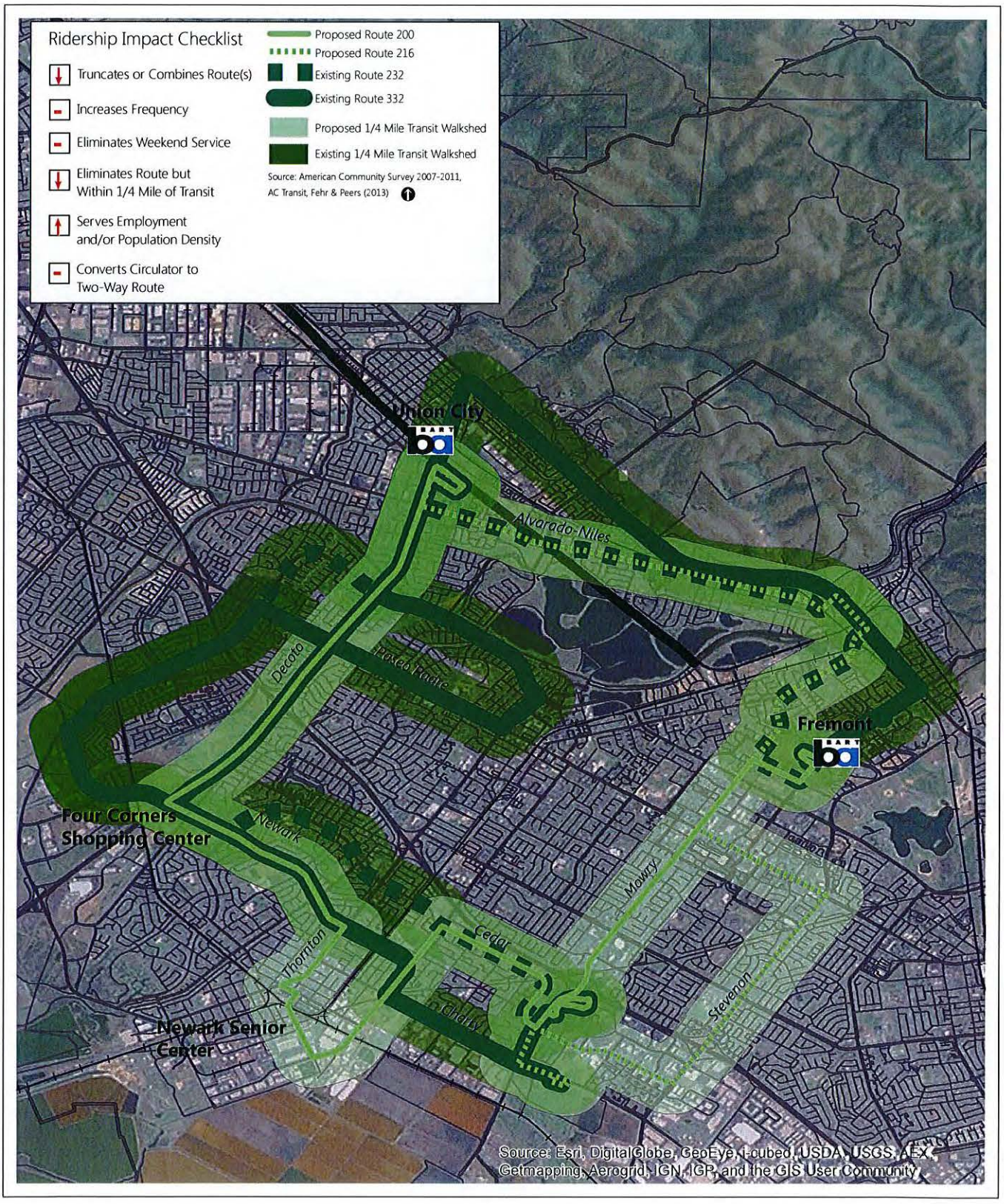
ROUTE 200 (DAYTIME), 242, & 264 PROPOSED CHANGES
FIGURE 12



FEHR & PEERS

AC TRANSIT

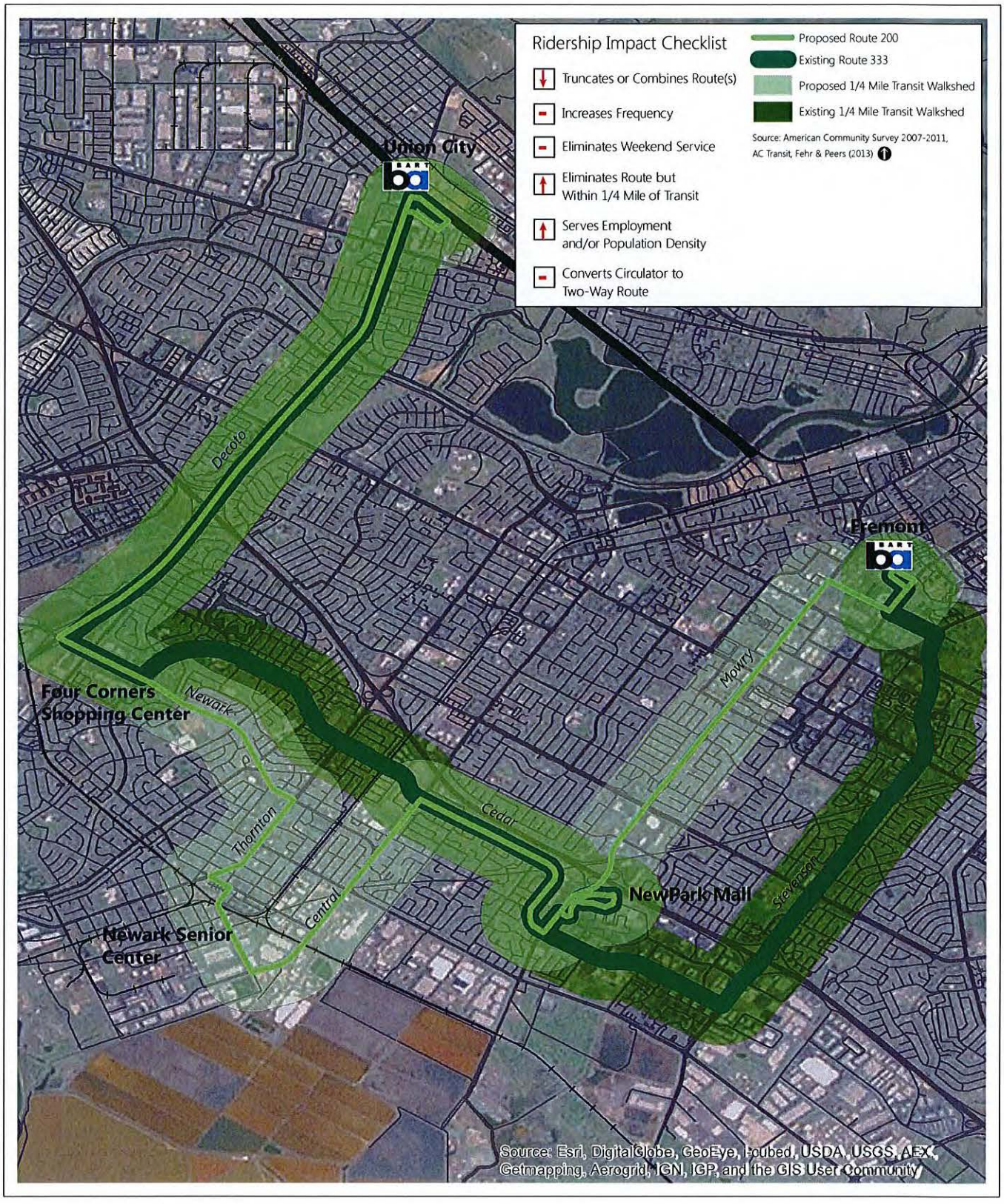
REPLACEMENTS FOR ROUTE 242: PROPOSED ROUTES 200 & 216
FIGURE 13



FEHR & PEERS

AC TRANSIT

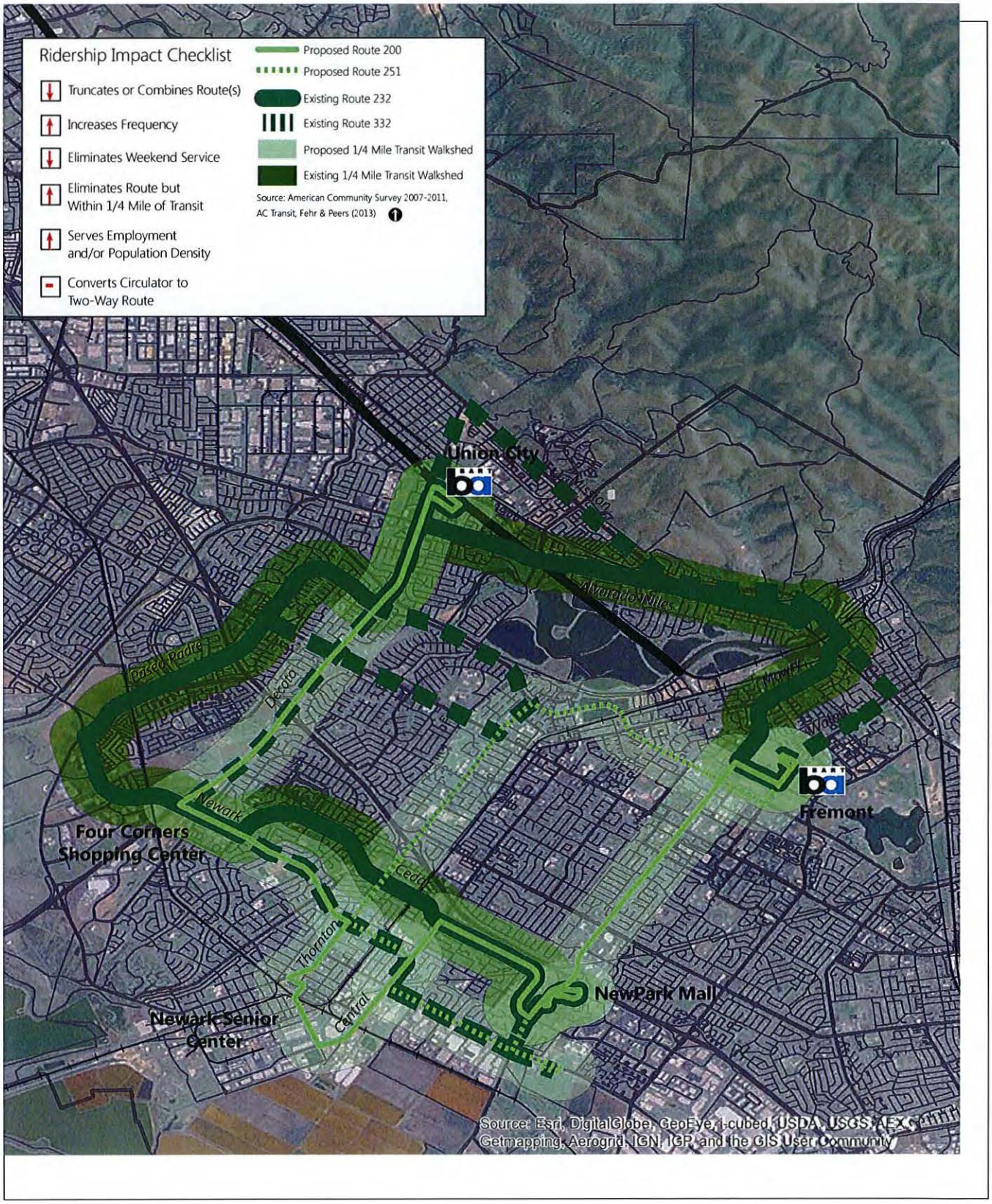
REPLACEMENTS FOR ROUTE 332: PROPOSED ROUTES 200 & 216 & EXISTING ROUTE 232
FIGURE 14



FEHR & PEERS

AC TRANSIT

PROPOSED ROUTE 200 (LATE NIGHT)
FIGURE 15



FEHR & PEERS

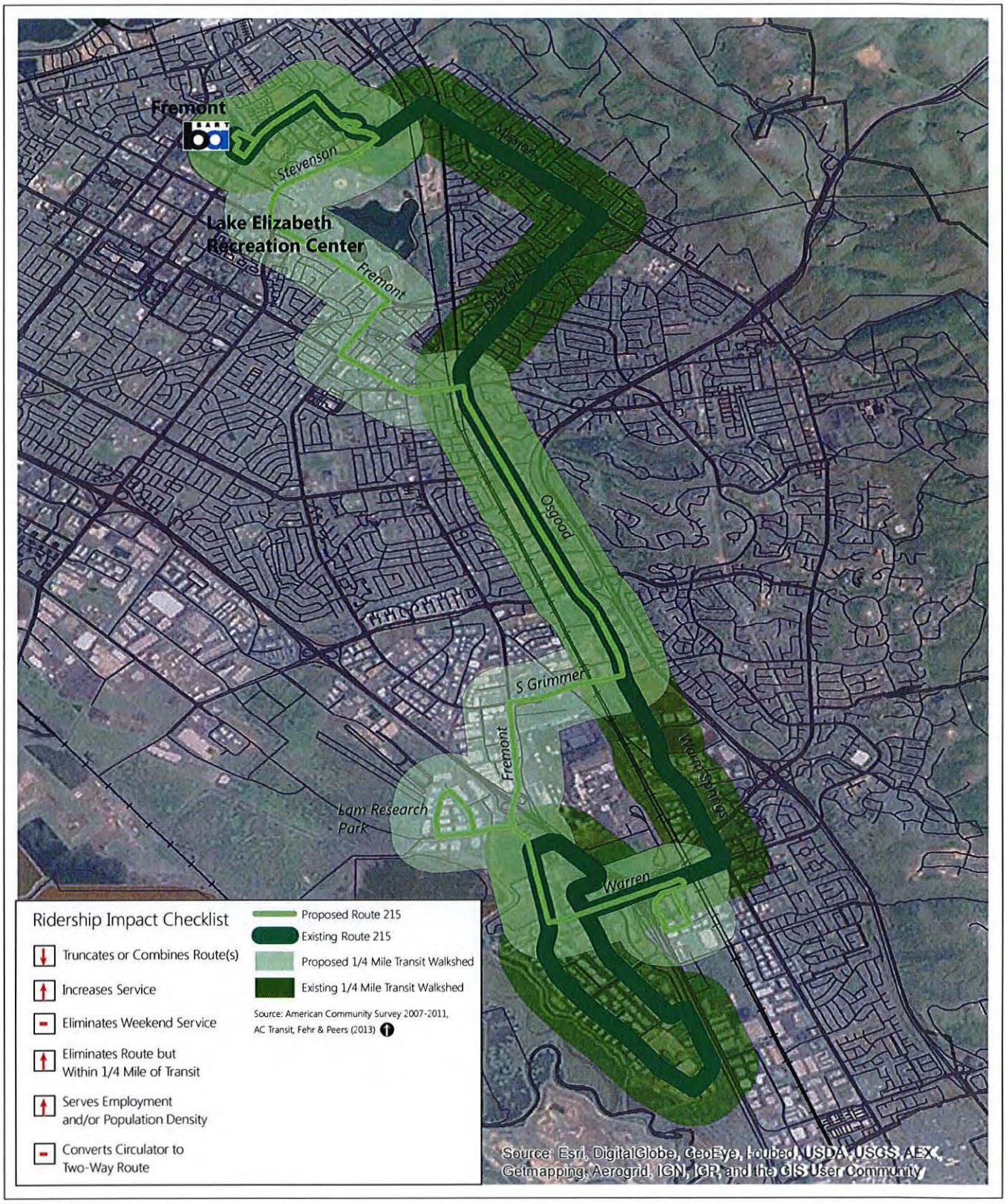
AC TRANSIT

REPLACEMENTS FOR ROUTE 345: PROPOSED ROUTES 200 & 251, EXISTING ROUTES 232
FIGURE 16

FEHR & PEERS

AC TRANSIT

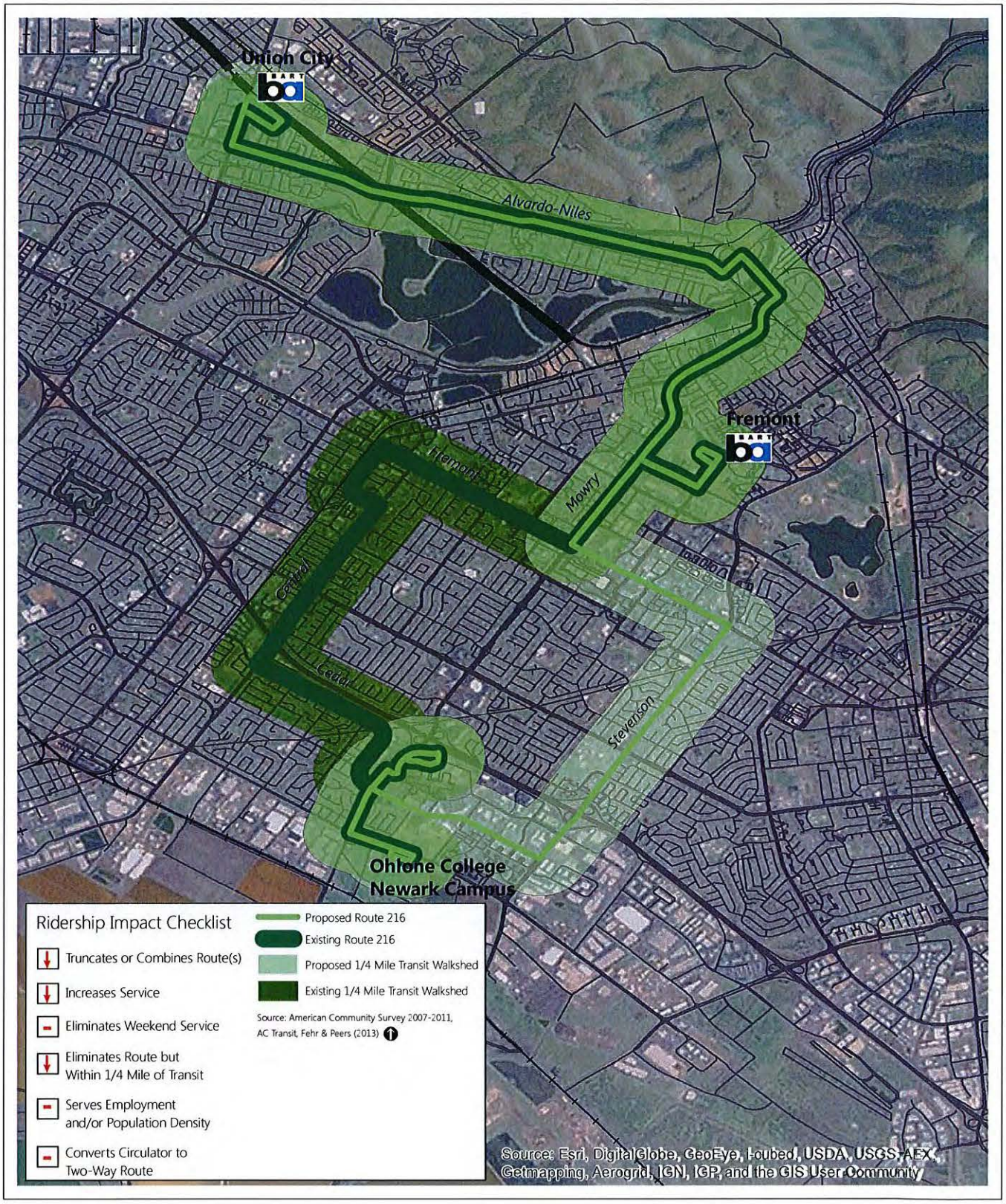
REPLACEMENT FOR ROUTE 350: PROPOSED ROUTE 212
FIGURE 17



FEHR & PEERS

AC TRANSIT

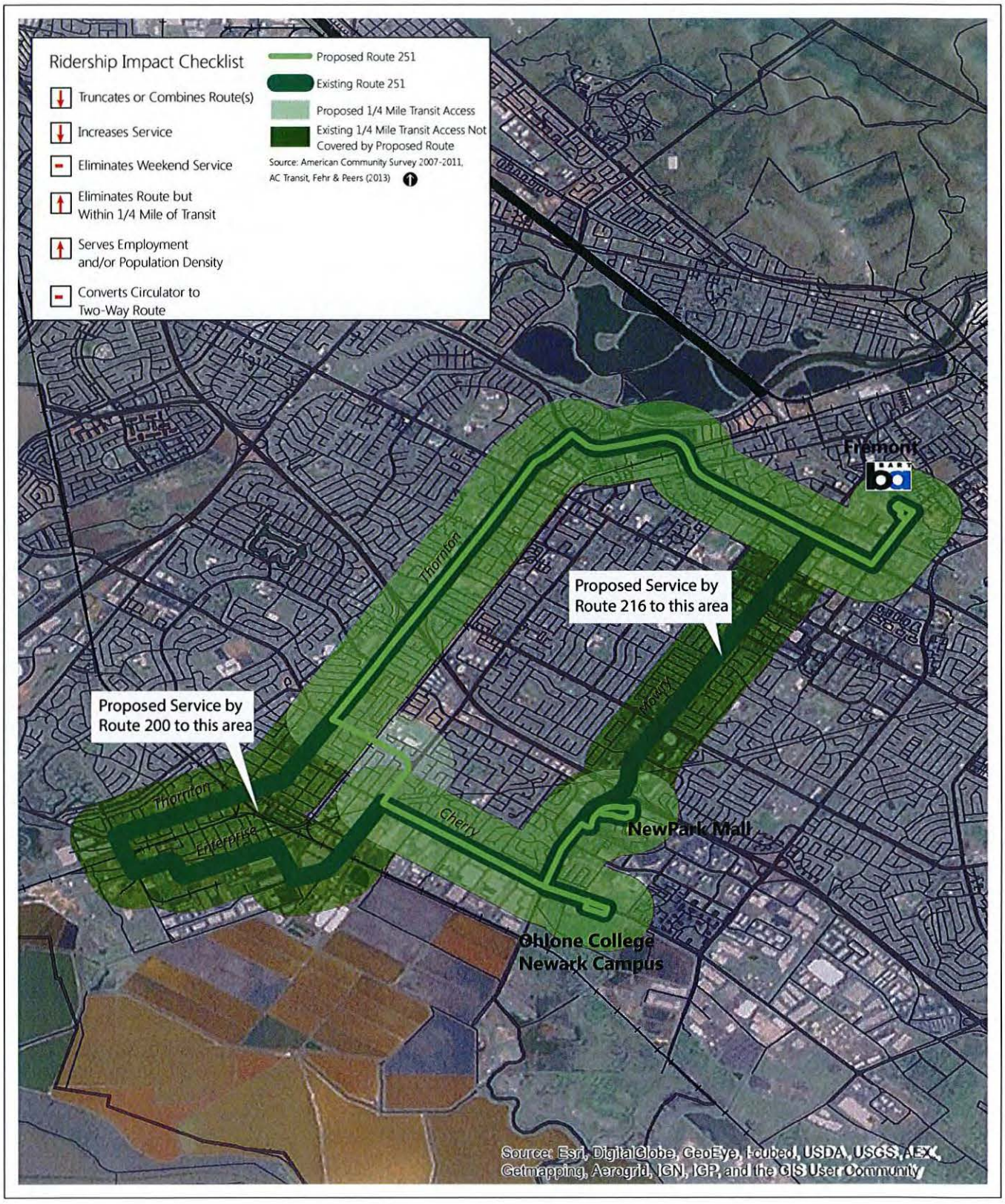
PROPOSED CHANGES TO ROUTE 215
FIGURE 18



FEHR & PEERS

AC TRANSIT

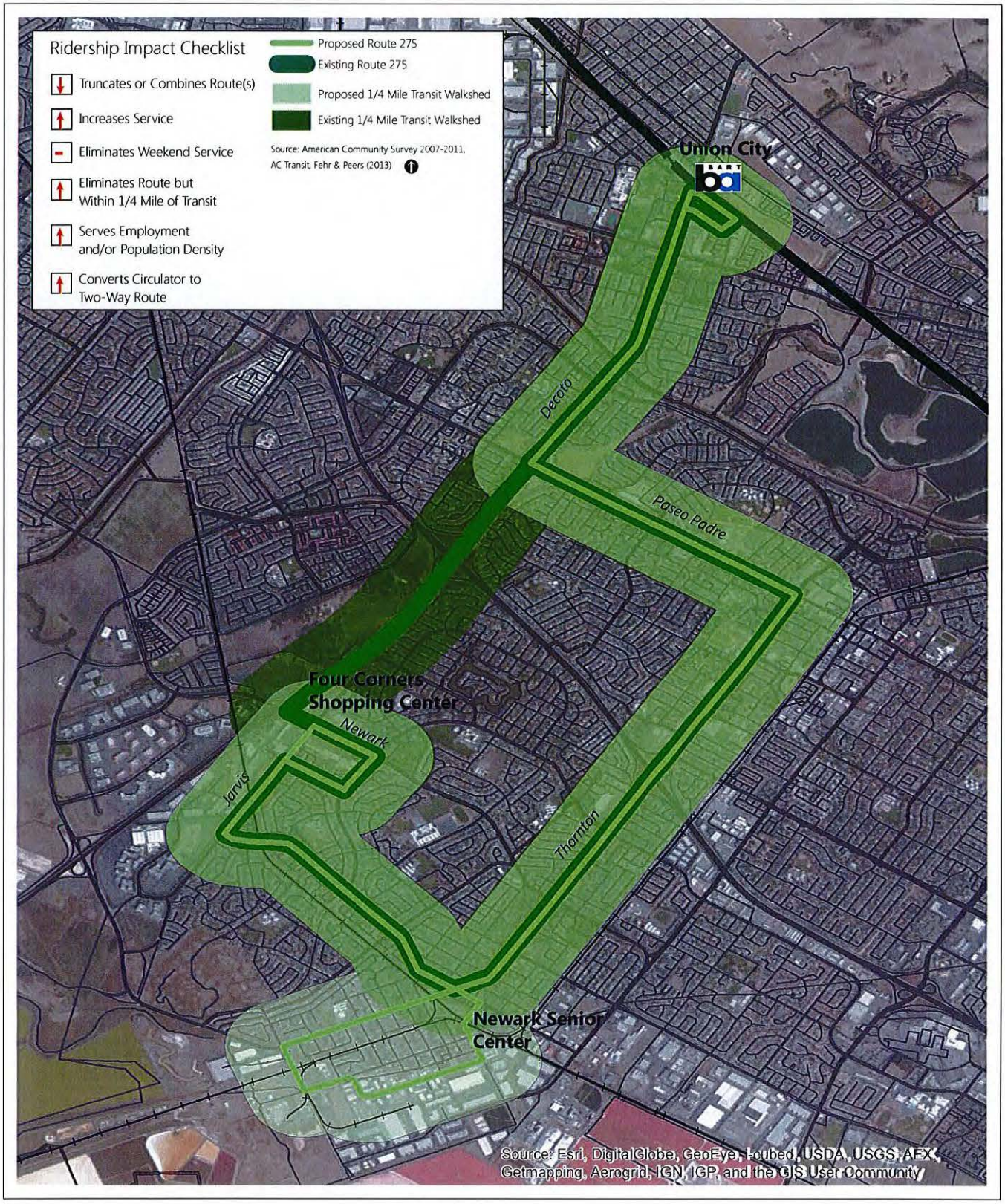
PROPOSED CHANGES TO ROUTE 216
FIGURE 19



FEHR & PEERS

AC TRANSIT

PROPOSED CHANGES TO ROUTE 251
FIGURE 20



FEHR & PEERS

AC TRANSIT

PROPOSED CHANGES TO ROUTE 275
FIGURE 21

FEHR & PEERS

AC TRANSIT

PROPOSED CHANGES TO ROUTE M
FIGURE 22

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NOTICE OF PUBLIC HEARING

Alameda-Contra Costa Transit District

NOTICE OF CONTINUED PUBLIC HEARING AND INTENT TO ADOPT A NEGATIVE DECLARATION

Notice is hereby given that the Alameda-Contra Costa Transit District, as the lead agency, will hold a public hearing at 5:00 p.m. on Wednesday, July 31, 2013, at the Hayward City Hall, located at 777 B Street, Hayward, CA, to accept comments on the Central and South County Restructuring Plan including Service on New Streets in Downtown Hayward (the Project), and the Draft Initial Study/Negative Declaration prepared for the Project.

Project Location: The proposed Project would affect bus service in the cities of Hayward, Fremont, Newark and Union City, and in unincorporated urban areas of Alameda County north of these cities. Two transbay lines to eastern San Mateo County would also be affected.

Project Description:

Downtown Hayward Service on Streets Previously Not Served

As part of the City of Hayward Route 238 Mission Corridor Improvement Project, AC Transit was required to re-route its service to four new street segments in conjunction with the new Mission Boulevard/Foothill Boulevard couplet implementation. The project involved changing the flow of traffic to a single direction in a loop configuration affecting the "Five Flags" area from Jackson Street and Mission Boulevard up to A Street and Foothill Boulevard. Southbound traffic now travels from Foothill Boulevard down A Street then onto Mission Boulevard. Northbound traffic flows from Mission Boulevard and Jackson Street in the south onto Foothill Boulevard until it becomes two-way alignment again north of A Street. From the north, Main, A, C, and D streets offer several ways to access Downtown Hayward. Heading out of Downtown, Main, B, C, and D Streets all have access back to the loop or across it to access the Hayward BART Station or the Upper B Street neighborhood. These changes also required changes to AC Transit service in these areas to allow similar circulation and coverage; this includes operation on street segments previously not served by AC Transit buses. The changes affect lines 48, 93, 99, 801 and 22, which now operate on the following new street segments:

- Fletcher Lane between Mission Boulevard and Watkins Street, heading northbound only
- Watkins Street between Fletcher Lane and D Street, heading northbound only
- A Street between Foothill Boulevard and Mission Street, heading westbound only
- Main Street between C Street and A Street, heading northbound only

In accordance with Section II, 2(e)(3) of AC Transit Board Policy No. 163 (Public Hearing Processes for the Board of Directors), this change was classified as an emergency due to the City of Hayward's decision to advance implementation of the project, resulting in insufficient time to provide the required public hearing notification before the change occurred. The City of Hayward provided notification to properties along the affected segments prior to implementation on March 5, 2013.

Central and South County Service Restructuring Plan

The Central and South County Service Restructuring Plan (the Plan) is intended to increase productivity and grow ridership in Central and South Alameda County. The Plan would eliminate some of the lowest performing routes and route segments and reinvest those resources into the core network. Routes under 14 passengers per revenue hour constituted a low performing route. The cities of Newark and Fremont (Special District 2) have a return-to-source funding structure. The Plan maintains approximately the same level of service in Special District 2 but still reallocates resources to improve efficiency. District 2 would

see an increase of 5.5 (1%) platform hours on weekdays and an increase in 19 (6.6%) platform hours on weekends.

Staff presented the AC Transit Board of Directors with the Preliminary Draft Restructuring Plan on December 12, 2012. The Board directed staff to present the Plan to the Technical Advisory Committee (TAC) and the Political Advisory Committee (PAC) for Special District 2. In late December and early January, City staff provided useful feedback and the Plan was redrafted accordingly. Following these meetings, staff presented the Plan to the TAC on January 14, 2013, and to the PAC on February 20, 2013, where no further changes were requested. The Plan would affect the following AC Transit bus lines: M, DA, 68, 85, 99, 200 (new line), 212, 215, 216, 232, 242, 251, 264, 275, 332, 333, 345, 350 and 391.

The Draft Initial Study/Negative Declaration

To determine the appropriate environmental document for the Project an Initial Study was prepared by Rincon Consultants, Inc., in accordance with the California Environmental Quality Act and Implementing Guidelines, as well as AC Transit Board Policy No. 512. This study determined that the environmental impacts of the Project were less than significant and, in most cases, there was no impact. A proposed Draft Initial Study/Negative Declaration (DIS/ND) was deemed to be the appropriate environmental document, subject to public review and comment.

Your comments are invited: Public comment on the Draft Initial Study/Negative Declaration and the Project, as described above, are invited either before or at the public hearing scheduled for 5:00 p.m., Wednesday, July 31, 2013, at Hayward City Hall, City Council Chambers – Second Floor, 777 B Street in Hayward, California. The public is urged to submit written comments by letter, facsimile, or email, or oral comments may be left on voicemail, but these comments must be received no later than 5:00 p.m. on Monday, July 29, 2013, in order to be copied and provided to the Board of Directors for review. Written or voicemail comments will receive the same attention as verbal comments received at the public hearing. Written comments also may be submitted at the hearing. Please address comments to:

AC Transit, Board of Directors
1600 Franklin Street
Oakland, CA 94612

By Fax: (510) 891-7157
By Email: planning@actransit.org
By Voicemail: (510) 891-7201
For Spanish-language, please call: (510) 891-7291
For Chinese-language, please call: (510) 891-7292

Additional Public Meetings

In addition to the public hearing on July 31, 2013, at the City of Hayward City Hall, two Community Meetings are scheduled at the following locations on the dates indicated to receive public comment on the Project and the DIS/ND:

Newark Community Meeting
Tuesday, July 16, 5:00 – 7:00 p.m.
Newark City Hall Council Chambers, 6th floor
37101 Newark Blvd., Newark

Hayward Community Meeting
Thursday, July 18, 5:00 – 7:00 p.m.
Hayward City Hall, Room 2A
777 B St., Hayward

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 Thursday, July 25, 2013, at 5:00 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

For trip planning, visit www.actransit.org or call 511 (and say "AC Transit"). The meeting site is approximately a 5-minute walk from the Hayward BART station.

Please do not wear scented products to the meeting.

For more information, please contact Linda Morris, Senior Transportation Planner, at (510) 891-4764 or lmorris@actransit.org.

Copies of the Draft Initial Study-Negative Declaration (if not enclosed with this notice) and related documents are on file and available for public review at AC Transit's website at www.actransit.org and at the District's offices at 1600 Franklin Street in Oakland, California and at Fremont City Hall, 3300 Capitol Ave., Fremont, CA; Hayward City Hall, 777 B Street, Hayward, CA; Newark City Hall, 37101 Newark Blvd., Newark, CA and Union City City Hall, 34009 Alvarado-Niles Rd., Union City, CA.

This notice will also be posted at the Office of the Alameda County Clerk-Recorder.

Signature:_____

Name:	David A. Wolf
Title:	General Counsel
DIS/ND Review Dates:	July 1 to July 31, 2013
Newspaper Publication Dates:	July 1, July 17 and July 24, 2013

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