

**ACTION MEMO**

**AC TRANSIT DISTRICT**  
**Board of Directors**  
Executive Summary

**GC Memo No. 06-071**  
Meeting Date: April 19, 2006

**Committees:**

|                            |                                     |                              |                          |
|----------------------------|-------------------------------------|------------------------------|--------------------------|
| Planning Committee         | <input type="checkbox"/>            | Finance Committee            | <input type="checkbox"/> |
| External Affairs Committee | <input type="checkbox"/>            | Operations Committee         | <input type="checkbox"/> |
| <b>Board of Directors</b>  | <input checked="" type="checkbox"/> | <b>Financing Corporation</b> | <input type="checkbox"/> |

**SUBJECT:**

**CONSIDER THE ADOPTION OF RESOLUTION 06- 013:**

- (1) ADOPTING THE DRAFT INITIAL STUDY/NEGATIVE DECLARATION PREPARED FOR THE ALAMEDA-CONTRA COSTA TRANSIT DISTRICT SERVICE DEPLOYMENT PLAN, PHASE 2 (NORTH ALAMEDA COUNTY/WEST CONTRA COSTA COUNTY), THE WEST CONTRA COSTA SERVICE PLAN AND THE FLEET COMPOSITION PLAN;**
- (2) APPROVING THE SERVICE DEPLOYMENT PLAN FOR NORTH ALAMEDA COUNTY;**
- (3) APPROVING THE WEST CONTRA COSTA SERVICE PLAN AND AUTHORIZING ITS PHASED IMPLEMENTATION;**
- (4) APPROVING THE FLEET COMPOSITION PLAN'S REPLACEMENT OF GASOLINE POWERED VANS WITH DIESEL BUSES; AND**
- (5) AUTHORIZING THE FILING OF A NOTICE OF DETERMINATION AND CALIFORNIA DEPARTMENT OF FISH AND GAME CERTIFICATE OF FEE EXEMPTION**

**BOARD ACTION:**      **Approved as Recommended**          **Other**        
                                 **Approved with Modification(s)**   

**MOTION: WALLACE/JAQUEZ** to adopt **Resolution No. 06-013** as presented (7-0-0-0).

**Ayes:**      Directors Wallace, Jaquez, Hayashi, Kaplan, Peeples, Vice President  
                 Bischofberger, President Harper - 7  
**Noes:**      None - 0  
**Abstain:**    None - 0  
**Absent:**     None - 0

The above order was passed on  
April 19, 2006.

Rose Martinez, District Secretary  
By \_\_\_\_\_

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**RECOMMENDED ACTION:**

Information Only     Briefing Item     Recommended Motion

Adopt Resolution No. 06-013

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**Fiscal Impact:**

Phase 2 of the Service Deployment Plan was anticipated to save the District approximately \$4 million per year. Phase 1 of the West Contra Costa Service Plan (WCSP) is cost neutral; Phase 2 of the WCSP is estimated to cost \$1.75 million in today's dollars.

**Background/Discussion:**

On January 3, 2002, the Board adopted in concept the AC Transit Service Deployment Plan (the Plan) for the purpose of defining the project for environmental analysis. The Plan originally contemplated its implementation in four phases, but later, when the Board acted on the phases they were concentrated into two phases - Phase 1 (Central Alameda County) and Phase 2 (North Alameda/West Contra Costa Counties). Phase 1 was approved by Resolution No. 2058, adopted on June 20, 2002 and was partially implemented in September 2002. Phase 2 was approved by Resolution No. 2082, adopted on February 6, 2003 and partially implemented in June 2003.

Prior to the adoption of the aforementioned resolutions, an Initial Study was prepared. It concluded that a Negative Declaration was the appropriate environmental document for the Plan. A public hearing on the Draft IS/ND was held on June 20, 2002 and approved the same day. Prior to the adoption of Resolution No. 2082 an Addendum to the Final IS/ND was prepared due to changes in Phase 2 that were recommended as a consequence of public comment on that Phase and subsequent to the preparation and adoption of the original environmental document.

Prior to the consideration of the SDP, on April 4, 2002, the Board approved a proposed Fleet Composition Plan (the FCP). This plan identified the composition of the District's bus fleet to the year 2015. Under the FCP the thirty-one (31) gasoline-powered vans in the District's fleet would be removed from service and replaced with thirty-foot (30') diesel-powered buses. The last gasoline-powered vans were eliminated from service in December 2003. No environmental document was prepared prior to the adoption of the FCP.

Subsequent to the adoption of Resolution No. 2082 and the implementation of the service changes in Phase 2, an unincorporated group of citizens (Livable Streets Network) and two individuals sued contending that the public hearing notices for the SDP and the actions taken by the District including the removal of vans from Line 9 and the

adoption of Phase 2 of the SDP did not comply with the California Environmental Quality Act (CEQA) and its Guidelines.<sup>1</sup>

On December 1, 2004 the Honorable Bonnie Sabraw, Superior Court Judge, Alameda County, rendered her decision that the District failed to adequately comply with the notice requirements of CEQA and the environmental document did not consider the impact associated with the elimination of the gasoline-powered vans and their replacement by diesel buses (as provided in the FCP). The remedy for the CEQA violation was determined on March 9, 2005, to wit:

(1) New Environmental Review for Areas Outside of Central Alameda County.

AC Transit shall complete a new Initial Study ("IS"). The new IS shall pertain to implementation of the Service Deployment Plan ("SDP") in North Alameda County/West Contra Costa County, but need not revisit the SDP's implementation in Central Alameda County.

The IS shall address the impact of the Fleet Composition Plan and the resulting replacement of gasoline vans with buses.

The IS shall include analysis of potential noise, vibration, air quality and transportation/traffic impacts.

(2) District-Wide Public Notice and Comment for Entire SDP (including Central Alameda County IS and new IS.

AC Transit shall provide an opportunity for public review and comment on the IS (and any related environmental document) prior to holding a noticed public hearing(s) and proceedings as required by law.

Because the Court found that notice for the initial ("Central County") IS was flawed District-wide (Statement of Decision, pp. 17-19), the new public notice and comment period must include notice and comment opportunities pertaining to all phases, including Central Alameda County. In other words, a new study is not necessarily required for Central Alameda County, but further public notice/comment as to that phase *is* required.

Accordingly, AC Transit shall provide Notice regarding both the "Central County" and new ("remaining phases") Initial Studies.

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<sup>1</sup> Residents in Berkeley and Kensington who live on the route for Line 67 also filed a suit under CEQA. Further proceedings in this suit, (*67 Neighbors Against Big Diesel Buses*) have been suspended by the court awaiting completion of the environmental document required by the decision in the *Livable Streets* case. This environmental document also addresses the issues raised in the Line 67 suit.

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As a consequence of the Court's ruling the District procured the services of an environmental consultant (CHS Consulting) to prepare a new Initial Study(IS). An Administrative Draft of the IS was received in early December 2005 and submitted for review by District staff and counsel for the District (both in-house and outside), as well as being provided to counsel for Petitioners. The Administrative Draft was revised as a consequence of comments received. (No comments were received from Petitioners or their counsel during the initial review period.) The Initial Study determined that a Negative Declaration was the appropriate environmental document for the project because there were no significant environmental impacts nor were any mitigation measures required.

The Board, on February 1, 2006, adopted Resolution No. 06-002 determining that the Draft IS/ND had been prepared in accordance with the California Environmental Quality Act (CEQA), the CEQA Guidelines and Board Policy No. 512 and set two public hearings on the Draft IS/ND and the SDP Phase 2, WCSP and FCP (the Plans) for March 22, 2006.<sup>2</sup>

The appropriate, legally required public notices of the Plans have been met and exceeded. The Notice of Intent and Notice of Public Hearing were filed with the County Clerks; the IS/ND was filed with the State of California Office of Planning and Research/State Clearinghouse; public hearing notices were placed in the West County Times, the Alameda Newspaper Group papers (Oakland Tribune, The Argus, The Daily Review and Alameda Times-Star) and ethnic papers (El Mundo, Oakland Post, Sing Tao); "Take Ones" (in English, Spanish, Cantonese and Laotian) were prepared and placed on the District's buses; copies of the IS/ND were sent to the Association of Bay Area Governments, the Metropolitan Transportation Commission, the cities of Alameda, Albany, Berkeley, El Cerrito, Emeryville, Hercules, Oakland, Pinole and Richmond, as well as the Counties of Alameda and Contra Costa and the main libraries in these areas (Alameda, Albany, Berkeley, Kensington, Oakland, Pinole, Richmond and Rodeo), to the school districts in the area (Alameda Unified, Albany Unified, Berkeley Unified, Emery Unified, Oakland Unified, Piedmont Unified and West Contra Costa Unified), and Contra Costa Community College; and the public hearing notice and the IS/ND have been available on the District's website. All of the legally required notices were filed on or before the statutorily required dates; all of the other information efforts, beyond those legally required, occurred far in advance of the public hearings in order to provide the greatest opportunity for the public to be aware of and participate in the consideration of the environmental document and the proposed plans. Finally, counsel for *Livable Streets*, as well as their clients, received drafts of the Notice of Intent and Notice of Public Hearing in order to have an opportunity to comment on these documents.<sup>3</sup>

During the extensive public comment period, up to and including the close of the public hearing, the District received approximately 51 comments from the public (about 35

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<sup>2</sup> A separate public hearing on SDP Phase 1 (Central Alameda County) will be held on May 10, 2006.

<sup>3</sup> No comments were received from Petitioners or their counsel.

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written comments and 12 oral comments at the 3 P.M. public hearing and 4 oral comments at the 6 P.M. public hearing)<sup>4</sup>. The District received a letter from the State Clearinghouse that no state agencies submitted comments regarding the Draft IS/ND. The majority of the comments received during the public comment period and at the public hearing addressed service issues, not the environmental document. (A summary of the public hearing testimony and the written correspondence is contained in Attachment A.)<sup>5</sup>

Some comments raise environmental issues. One contention in the comments is that the IS/ND's FCP analysis should have evaluated the impacts of the District's ongoing use of diesel buses throughout the system, instead of focusing on the replacement of 31 gasoline-powered vans by a similar number of diesel buses. However, the fact that all but 31 vehicles in a fleet of about 700 buses were diesel powered is the baseline against which the changes evaluated in the environmental document are measured. Thus, the replacement of the gasoline-powered vans by diesel buses was the issue in the litigation that was required to be addressed and the impacts of that change were addressed in the environmental document.

The use of vans on lines 7 and 9 was identified as a mitigation measure at the time the 1990 Comprehensive Service Plan was adopted in May 1991.<sup>6</sup> The court ruling requiring that the Initial Study address the impact of the Fleet Composition Plan and the resulting replacement of gasoline vans with buses reflected the court's conclusion that the District should have examined the effects of changing this measure by deciding to replace the use of vans on these lines with diesel buses. The public hearing notices and the IS/ND identified the adoption of a Fleet Composition Plan that eliminated gasoline-powered vans from the District's fleet and their replacement by 30-foot diesel buses. The IS/ND addressed the potential impacts of that change and the justification for the elimination of

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<sup>4</sup> Of the written comments, 24 addressed the WCSP and 11 addressed the SDP, of which 4 raised questions regarding the environmental document. Of the 16 speakers, 13 addressed the SDP, 4 of them specifically dealt with Line 67, and none addressed Line 9.

<sup>5</sup> Director Kaplan was not present at the public hearings. In order to participate in the decision on this matter Director Kaplan will have to confirm on the record that she has either listened to the tape of the public hearings or read the summary of the hearings.

<sup>6</sup> Vans were eliminated from Line 7 in the 1990s before the adoption of the FCP in April 2002. See Table 2-2. As the vans aged and/or service needs changed the vans on the lines that had them, except 9 and 67, were eliminated. The last of the vans in the District's fleet were removed from Line 9 in December 2003. The vans on Line 67 were not required under the CSP and were instituted, at the earliest in June 1996. Prior to that date, according to bus route maps from April 1989 to June 16, 1996 and information from Mr. Maurice McCarthy and Mr. Robin Little, the District operated 35-foot diesel buses on Line 67 from 1989 to 1991, traveling down Beloit to Purdue, to Kenyon to Trinity to Vassar and Santa Barbara to Spruce. However, in April 1991 the service doubled when Line 10 (a van service) took over the lower (Vassar) part of the route - then both the vans and the Line 67 diesel buses (now 30-foot buses) used the Beloit, Purdue, Kenyon, Trinity, Beloit to Spruce turn around. This situation continued until June 1996 when Line 10 was eliminated and Line 67 was reconfigured essentially to its 1989 route and was operated only with vans, ending almost eight years of diesel bus operations in that area. In 2003 buses were reintroduced when the vans were phased out per the FCP.

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the vans. This action directly implemented the Court's direction to examine the impact of the replacement of gasoline vans with buses as provided by the Fleet Composition plan.

With respect to questions regarding noise and vibration, the measurement sites were selected to provide the greatest potential for judging the noise and vibration impacts of the three vehicles.<sup>7</sup> For example, with the assistance of Petitioner James Offel, the site on Line 9 on Hopkins Street was located as close as possible to the stop sign at Gilman and Hopkins so that noise from the acceleration of the vehicles would be considered. The measurement sites on Line 67 (on Spruce, Trinity and Beloit) were specifically selected because the buses would be traveling uphill.

The acoustical study found that the van, the present bus (Gillig) and the future bus (Van Hool) were all well below the Federal Transit Administration (FTA) noise impact thresholds.<sup>8</sup> The Gillig 30-foot bus is somewhat noisier than the gasoline-powered van, but the Van Hool 30-foot bus is quieter than the van. Since the District is in the process of obtaining 61 Van Hool 30-foot buses, the noise impacts associated with the replacement of the vans will be substantially diminished.<sup>9</sup>

Regarding the issue of vibrations, the study used interior noise levels for calculating the impacts, even though the test equipment was located outside. The IS/ND indicated that the vibration levels for all three vehicles are less than the FTA threshold and that the gas van actually created substantially more vibrations at the test sites than either the Gillig or Van Hool. The diesel buses produced less vibrations than the van. The net result was that replacement of the vans with the Gilligs and/or the Van Hools does not have a significant impact.

AC Transit operates a public mass transit bus fleet in an urban environment on streets established years prior to the advent of its service. At times the District operates service in residential areas that contain narrow streets which, due to either inadequate off-street parking or an increase in vehicles per household require passenger vehicles of all types to be parked on the streets, thereby further reducing the width of the streets. A prime example is the Beloit/Trinity/Purdue portion of Line 67. The vans that operated in this area were 26-feet long and 96 inches wide. Buses that are 30-feet long and 102 inches wide have replaced them. Neither the additional length or width impede the buses from operating in the area, any more than garbage trucks, UPS trucks, delivery trucks or other normal, modern day delivery vehicles of greater width than the buses. (See also

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<sup>7</sup> Noise measurements were performed at five locations on Lines 9, 52 and 67.

<sup>8</sup> Regarding a comment about RM2 transbay service, the Negative Declaration approved on June 15, 2005 for the reinstatement of transbay bus service that began in March 2006 also determined that noise associated with that service would have no significant environmental impact.

<sup>9</sup> As of April 14, 2006 the delivery schedule calls for two 30-foot Van Hool buses to be received each week starting with the first week in May. Thus, by the end of June/beginning of July the District should receive a sufficient number of Van Hool buses for Lines 9 and 67. The Gillig buses will be incrementally phased out as the Van Hools are placed into service.

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footnote 6 regarding bus service in this area since 1989.) A passenger vehicle presents an impediment to the residents of these types of narrow streets. The buses are operated by professional, trained operators and do not create a greater hazard to the area than existed with the vans. The District has no evidence of a greater number of incidences involving buses in areas where vans once were operated.

Concerns expressed about air quality are addressed in the IS/ND and the determination is that there is no significant impact.<sup>10</sup> The District is concerned about air quality and has taken numerous steps to decrease emissions from its diesel fleet. The overall fleet emissions are well below the level required by the California Air Board's regulations. As the Van Hool 30-foot buses replace the existing Gillig 30-foot buses emissions will be further reduced since the Van Hool buses emit 60% less Nox and 50% less PM than the Gilligs. The fact that the buses travel through areas, instead of being stationary and idling for long periods of time (as do delivery vehicles, for example) further minimizes their air quality impacts.

The public comments received during the comment period have not raised any significant environmental issues, supported by substantial evidence, that indicate that the IS/ND is not the appropriate environmental document.

As a miscellaneous point, attached is a revised List of Preparers of the IS/ND for the record. See Attachment B.

The staff is recommending the adoption of the SDP Phase 2 service, as set forth in Attachment C.

The staff is recommending the adoption of the WCSP service, as set forth in Attachment D. This recommendation includes a change to Line 15 from the discussion held with the Operations Committee on March 5, 2006. At the Operations Committee the proposal was for a new Line 10 from MacArthur BART to El Cerrito Plaza BART via MLK. The staff recommendation now, after further review, retains Line 15 between downtown Oakland and Berkeley and creates the new Line 79 identified in the WCSP between downtown Berkeley and El Cerrito Plaza.

The draft resolution to accomplish all of the recommended actions is Attachment E.

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<sup>10</sup> A similar finding was made by the Negative Declaration prepared for the reinstatement of RM2 transbay bus service that began in March 2006. The IS/ND for Regional Measure 2 Transbay Service approved on June 15, 2005 specifically addressed the air quality issues, as it was required to do, and found no significant impact.

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**Prior Relevant Board Actions/Policies:**

Fleet Composition Plan, adopted April 4, 2002

Resolution No. 2058, adopted June 20, 2002

Resolution No. 2082, adopted February 6, 2003

Board Policy No. 512, adopted July 1989

**Attachments:**

- A. Public Hearing Summary and Correspondence
- B. List of IS/ND Preparers
- C. SDP Phase 2 Service Changes
- D. WCSP Service Changes
- E. Draft Resolution No. 06-013

**Approved by: Kenneth C. Scheidig, General Counsel**

**Prepared by: Kenneth C. scheidig, General Counsel**

**Date Prepared: April 18, 2006**



| File No.                        | Last Name, First Name | Organization                                     | Comments  | Summary   |
|---------------------------------|-----------------------|--|---|---|
| <b>Line 7 (Not in Proposal)</b> |                       |  |   |   |
|                                 | Stross, Allen         | Berkeley Commission on Aging; Bus Riders Union   | Request additional weekend and evening service on line                | 1 request; 1 total                              |
| <b>Line 15</b>                  |                       |  |   |   |
|                                 | McCorkle, Kate        |  | Oppose route segment elimination north of downtown Berkeley           | 3 oppose; 1 miscellaneous comment; 4 total      |
|                                 | Hanson, Burril        | AC Transit AAC                                   | Miscellaneous comment on confusion of WCSP and Int/Tel Rapid Bus Plan |   |
|                                 | Vartanoff, David      |  | Oppose route segment elimination north of downtown Berkeley           |   |
|                                 | Mrs. Farve            |  | Oppose route segment elimination north of downtown Berkeley           |   |
| <b>Line 19</b>                  |                       |  |   |   |
|                                 | N, Ninh               |  | Request increase in frequency from 30 to 20 during peaks              | 2 requests; 1 miscellaneous suggestion; 3 total |
|                                 | Silvani, Wendy        | Emeryville Transportation Management Association | Request re-route from Hollis to Horton in Emeryville                  |   |
|                                 | Cameron, Charlie      |  | Miscellaneous suggestion to fix incorrect brochure information        |   |
| <b>Line 43</b>                  |                       |  |   |   |
|                                 | Ahn, Tae              |  | Oppose route segment elimination on Pierce                            | 6 oppose; 6 total                               |
|                                 | Kahn, Jessica         |  | Oppose route segment elimination to Pt. Isabel                        |   |
|                                 | Neil, Mary            |  | Oppose route segment elimination to Pt. Isabel                        |   |
|                                 | Sterling, Belinda     |  | Oppose route segment elimination to Pt. Isabel                        |   |
|                                 | Louise Delgado        |  | Oppose route segment elimination to Pt. Isabel                        |   |
|                                 | Vartanoff, David      |  | Oppose route segment elimination to Plaza BART                        |   |
| <b>Line 52</b>                  |                       |  |   |   |
|                                 | Elzeftawy, Anna       |  | Oppose elimination  | 1 oppose; 1 total                               |
| <b>Line 52L</b>                 |                       |  |   |   |
|                                 | Elzeftawy, Anna       |  | Support route extension   | 1 support; 1 total                              |
| <b>Line 68</b>                  |                       |  |   |   |
|                                 | Cameron, Charlie      |  | Support; request additional service; request good drivers on line     | 3 support; 3 total                              |
|                                 | Schaeff, Anne         |  | Support reinstatement of service                                      |   |
|                                 | Stewart, Bruce        |  | Support reinstatement of service                                      |   |
| <b>Line 70</b>                  |                       |  |   |   |
|                                 | Haynes, Tywana        |  | Oppose route segment elimination                                      | 8 oppose; 8 total                               |
|                                 | Stevens, Taye         |  | Oppose route segment elimination                                      |   |

|                               |                  |        |  |   |
|-------------------------------|------------------|--------|--|---|
|                               | Pollock, J       |        | Oppose route segment elimination   |   |
|                               | Harris, leesha   |        | Oppose route segment elimination   |   |
|                               | Jackson, Ashley  |        | Oppose route segment elimination   |   |
|                               | Mims, Delvonne   |        | Oppose route segment elimination   |   |
|                               | Harris, Rodrick  |        | Oppose route segment elimination   |   |
|                               | McLeod, Carmen   |        | Oppose route changes to Line 70  |   |
| <b>Line 71</b>                |                  |        |  |   |
|                               | McLeod, Carmen   |        | Oppose route changes to Line 71  | 1 oppose; 1 total                             |
| <b>Line 72</b>                |                  |        |  |   |
|                               | Kazmer, Mary     |        | Miscellaneous suggestion for bus stop installation   | 1 miscellaneous suggestion; 1 oppose; 2 total |
|                               | McLeod, Carmen   |        | Oppose route changes to Line 72  |   |
| <b>Line 72M</b>               |                  |        |  |   |
|                               | Ireland, Brenda  |        | Oppose elimination   | 3 oppose; 3 total                             |
|                               | Vartanoff, David |        | Oppose route elimination on San Pablo  |   |
|                               | Fox, Linnell     |        | Oppose elimination   |   |
| <b>Line 72R</b>               |                  |        |  |   |
|                               | McLeod, Carmen   |        | Oppose route changes to Line 72R   | 1 oppose; 1 total                             |
| <b>Line 73</b>                |                  |        |  |   |
|                               | Cameron, Charlie |        | Support; request additional service; request good drivers on line  | 1 support; 1 total                            |
| <b>Line 74</b>                |                  |        |  |   |
|                               | Micka, Kelly     |        | Request route extension into Carriage Hills  | 1 request; 1 miscellaneous comment; 2 total   |
|                               | Branan, Eva      |        | Miscellaneous suggestion to keep bus in service  |   |
| <b>Line 76</b>                |                  |        |  |   |
|                               | Hammon, Lisa     | WCCTAC | Request increase in weekend frequency from 60 to 30  | 2 requests; 2 total                           |
|                               | Ingraham, Betty  |        | Request increase in weekend frequency span of service; miscellaneous comment on confusion between wkdy and wknd schedules for non-english speakers |   |
| <b>Line 79</b>                |                  |        |  |   |
|                               | Cameron, Charlie |        | Support; request additional service; request good drivers on line  | 2 support; 1 request; 3 total                 |
|                               | Gross, Stephen   |        | Support new line   |   |
|                               | Soe, Deanna      |        | Request to have Line 79 service Point Isabel   |   |
| <b>Public Hearing Process</b> |                  |        |  |   |

|                                  |                   |                |   |                                     |
|----------------------------------|-------------------|----------------|---|-------------------------------------|
|                                  | Cameron, Charlie  |                | Miscellaneous suggestion on availability of brochures, and brochure content | 1 miscellaneous suggestion; 1 total |
|                                  | Hanson, Burril    | AC Transit AAC | Miscellaneous suggestion on lack of notice for hearing                      |                                     |
| <b>Fares (Not in Proposal)</b>   |                   |                |   |                                     |
|                                  | McLeod, Carmen    |                | Miscellaneous suggestion on high fares                                      | 2 miscellaneous suggestion; 2 total |
|                                  | Vulcan            |                | Miscellaneous suggestion on high fares                                      |                                     |
| <b>General (Not in Proposal)</b> |                   |                |   |                                     |
|                                  | Jennings, Delores |                | Miscellaneous comment on poor AC Transit service                            | 1 miscellaneous suggestion; 1 total |

| File No.                         | Last Name, First Name          | Organization    | Comments  | Summary                             |
|----------------------------------|--------------------------------|-----------------|---|-------------------------------------|
| <b>Line 6</b>                    |                                |                 |   |                                     |
|                                  | Blackwell, Alicia              |                 | Request more information  | 1 request; 1 total                  |
| <b>Line 9</b>                    |                                |                 |   |                                     |
|                                  | Soe, Deanna                    |                 | Request to terminate bus at 4th & University                                    | 1 request; 1 total                  |
| <b>Line 14 (Not in Proposal)</b> |                                |                 |   |                                     |
|                                  | Harris, Joe                    |                 | Miscellaneous suggestion to install bus shelters/benches                        | 1 miscellaneous suggestion; 1 total |
| <b>Line 50</b>                   |                                |                 |   |                                     |
|                                  | N, Ninh                        |                 | Request re-route on Bay Farm Island   | 1 request; 1 total                  |
| <b>Line 51</b>                   |                                |                 |   |                                     |
|                                  | N, Ninh                        |                 | Miscellaneous suggestion to supervise line for better on-time performance       | 1 miscellaneous suggestion; 1 total |
| <b>Line 58 (Not in Proposal)</b> |                                |                 |   |                                     |
|                                  | Ng, Wesley                     |                 | Oppose elimination of service   | 1 oppose; 1 total                   |
| <b>Line 62 (Not in Proposal)</b> |                                |                 |   |                                     |
|                                  | Harris, Joe                    |                 | Miscellaneous suggestion to install bus shelters/benches                        | 1 miscellaneous suggestion; 1 total |
| <b>Line 67</b>                   |                                |                 |   |                                     |
|                                  | Chin, Bessie                   |                 | Request route extension/reinstatement of service to North Berkeley BART Station | 1 request; 1 total                  |
| <b>Line 72M</b>                  |                                |                 |   |                                     |
|                                  | Cameron, Charlie               |                 | Support implementation of 72M   | 1 support; 1 total                  |
| <b>Line 72R</b>                  |                                |                 |   |                                     |
|                                  | Cameron, Charlie               |                 | Support implementation of 72R; miscellaneous suggestion to monitor 72R          | 1 support; 1 total                  |
| <b>Line 82/82L</b>               |                                |                 |   |                                     |
|                                  |                                |                 | Request more information  | 1 request; 1 total                  |
| <b>Line 88</b>                   |                                |                 |   |                                     |
|                                  | Smith, Billy                   |                 | Request re-route to 17th Street   | 1 request; 1 total                  |
| <b>Line B</b>                    |                                |                 |   |                                     |
|                                  | Hurd, Walter                   |                 | Request to change layover location  | 1 request; 1 total                  |
| <b>Line C</b>                    |                                |                 |   |                                     |
|                                  | Hurd, Walter                   |                 | Request for more round-trip peak-hour service and better schedule adherence     | 1 request; 1 total                  |
| <b>Line OX</b>                   |                                |                 |   |                                     |
|                                  | N, Ninh                        |                 | Request re-route on Bay Farm Island   | 1 request; 1 total                  |
| <b>Gas Van Replacement</b>       |                                |                 |   |                                     |
|                                  | Block, Berit & Robert          |                 | Oppose van replacement  | 10 oppose; 1 request; 11 total      |
|                                  | Freindel, Marcia               |                 | Oppose van replacement  |                                     |
|                                  | Katz, Cheryl                   |                 | Oppose van replacement  |                                     |
|                                  | Raedeker, Franziska & Johannes | Livable Streets | Oppose van replacement  |                                     |
|                                  | Cohen, Paul                    |                 | Oppose van replacement  |                                     |
|                                  | Kalil, Nashua                  |                 | Oppose van replacement  |                                     |
|                                  | Cooper, Reed                   |                 | Oppose van replacement  |                                     |
|                                  | Betterly-Kohn, Marianne        |                 | Oppose van replacement  |                                     |
|                                  | Hearst, Marti                  |                 | Oppose van replacement  |                                     |

|   |                         |  |   |                                      |
|---|-------------------------|--|---|--------------------------------------|
|   | Ingraham, Betty         |  | Request more information  |                                      |
|   | Livable Streets Network |  | Oppose van replacement  |                                      |
| <b>Van Hool Buses (Not in Proposal)</b> |                         |  |   |                                      |
|   | N, Ninh                 |  | Miscellaneous suggestion to buy no more Van Hools                           | 2 miscellaneous suggestions; 2 total |
|   | Nichols, Kate           |  | Miscellaneous comment on noise and vibration of buses                       |                                      |
| <b>Public Hearing Process</b>           |                         |  |   |                                      |
|   | De Benedictis, Bruce    |  | Miscellaneous suggestion on clarity of SDP brochure                         | 3 miscellaneous suggestions; 3 total |
|   | Cameron, Charlie        |  | Miscellaneous suggestion on availability of brochures, and brochure content |                                      |
|   | Smith, Billy            |  | Miscellaneous comment on availability of public hearing information         |                                      |

| Date      | Name            | Phone Number | Comment  |
|-----------|-----------------|--------------|--|
| 3/20/2006 | Jessica Kahn    | 510.776.3506 | Keep Line 43 service to Point Isabel for employees of Costco (including her)                 |
| 3/20/2006 | Anne Schaeff    | 510.232.8250 | Re-instate Line 68 into El Cerrito Hills   |
| 3/20/2006 | Mary Neil       | 510.776.9956 | Keep Line 43 service to Point Isabel for employees of Costco (including her)                 |
| 3/20/2006 | David Vartanoff | 510.306.5115 | Keep Line 43 service to El Cerrito Plaza BART Station  |
| 3/20/2006 | David Vartanoff | 510.306.5115 | Separating the 73 from San Pablo is in violation of SRTP (fare increase and forced transfer) |

## AC TRANSIT

**SERVICE DEPLOYMENT PLAN and WEST CONTRA COSTA COUNTY  
SERVICE PLAN:****Proposed Service Changes in North Alameda & West Contra Costa Counties**

**Public Hearing  
AC Transit General Offices  
Board Room  
March 22, 2006  
3:00 p.m. and 6:00 p.m. Sessions**

**Public Comments****3:00 p.m. Session**

**Vulcan** [No other name] said that if the cost of fares is reduced, more people would ride the bus and AC Transit would realize greater revenues.

**Charlie Cameron**, a Hayward resident, noted that he was submitting an additional letter to Assistant District Secretary Nemeroff. He said the letter dealt with technical issues. He said he took issue with the references cited on Page 4-1 of the environmental document. He said he had previously contacted General Manager Fernandez and Deputy General Manager Kelly regarding errors in maps and service schedules, the latest errors embodied in the August 2005 schedules. He said there was disinformation in the new [hearing] pamphlets about lines. He said Line 21, a new line, could be confused with two former 21 lines. He said the hearing brochure was not available from or posted in the Oakland Public Library although the District had claimed it was available there. (Written handout in file.)

**Burril Hanson** said he had addressed a group of one hundred seniors in Berkeley earlier in the day and none of them had been made aware of the hearings or the changes proposed by the District. He said the forum should be widened so that all the affected people understand the service changes, especially with regard to the new Line 79 and the changes to Line 15. He noted that he is a member of the AC Transit Accessibility Advisory Committee and had been told just a few weeks ago that Lines 15 and 70 would be on a completely different route and terminate at MacArthur BART.

**Bruce Stewart** said he had no complaints about AC Transit service. He said his younger son used the Rapid Service to reach soccer games. He said his older son works and attends school in Berkeley, using Lines 15, 43 and 7. He said his only prior complaint was the historical discontinuation of Line 68 and the fact that Line 68 is being brought back. He also said he was happy with the seamless service to Marin County made possible by Golden Gate service across the Richmond Bridge.

**Wesley Ng** said, "Hi everyone. I live in MacArthur I think 34 years, but before that got all the bus, the 38, all time come down, go to airport and go to downtown, but right now got nothing. I hope could put it back and go – sometime I go to San Francisco, then go to

**Service Deployment Plan and West Contra Costa County Service Plan  
March 23, 2006, 3:00 p.m. and 6:00 p.m. Sessions  
Page 2 of 4**

far away, I (inaudible) four block to catch bus that stop over there. I don't know what happened there. That's all. Thank you. "

**Nasha Kalil**, 601 Spruce Street, said Line 67 changes that have impacted her community arise from the change from a van to a large diesel bus. She said the impacts include noise, vibration, traffic and also air pollution. She said the environmental analysis is incomplete and in some respects flawed. She said locations where the hills are steepest were not measured by the environmental consultants. She said impacts that would normally have been looked at were glossed over. She said she had submitted a letter representing her neighborhood's concerns. She urged the Board to contact the community and ask questions. She said her neighborhood wants dialogue with the Board. She said two lawsuits arose because there was no dialogue, no discussion about what was going to happen. She said questions previously posed by the community had been poorly answered, particularly at a meeting that occurred in Kensington. She said the community folk were forced to take legal action. She said the MTC connectivity study has shown that AC Transit has great opportunities for shuttle service in residential areas. (Written handout in file.)

**Allen Stross** said he is a Berkeley resident for 26 years, a member of the Bus Riders Union and member of the Commission on Aging for the City of Berkeley. He said he was appearing on behalf of seniors and disabled citizens of Berkeley who, he said, number approximately 8,000, most of whom are AC Transit riders, particularly of Line 7. He said he was happy to see the addition of the 6:19 am bus on this line, but did not feel members of Redwood Gardens would use it. He asked that service be increased on weekends and evenings to 9:00 p.m. so that seniors can attend events in downtown Berkeley and the suburbs.

**Reed Cooper** said he lived on Line 67. He said he finds the diesel buses that have been deployed to be much noisier, dirtier, smellier and less maneuverable than the gasoline vans they replaced. He said increased capacity of the diesel vans is not at issue since buses on this line are seldom at full capacity. He said quality of life is the issue. He said when buses pass by, the fumes hover in the air for some amount of time.

**Marianne Betterly-Kohn** said she represented 67 neighbors against the diesel buses. She said she lives next board to the previous speaker and shares his views. She said the diesel bus has negatively impacted both her and her neighbor's life. She said she lives on Beloit which is a new route for Line 67 that previously experienced neither the gasoline van nor the diesel bus. She said the noise, pollution and vibration is unbelievable. She said the buses have been known to hit a few cars. She said one of her neighbors mentioned that his car had been struck by a bus. She said she is opposed to diesels. She questioned why the gasoline vans had been retired since they are still serviceable and in fact are currently being used by UC Berkeley. She said paratransit vans would work just fine on this route. (Written handout in file.)



**Service Deployment Plan and West Contra Costa County Service Plan  
March 23, 2006, 3:00 p.m. and 6:00 p.m. Sessions  
Page 3 of 4**

**David Vartanoff** addressed what he called the cutting in pieces of the Line 15 route and Line 72. He said the riders on the northerly segment of the 15 were being redlined from the rest of the 15 by imposing a transfer surcharge based on what neighborhood they lived in and where they might be traveling. He said the same was true of the MacDonald Avenue Point Richmond Service. He said the SRTP adopted by the District several years ago specifically addressed red-lining, saying that red-lining of neighborhoods based on fare was not an appropriate behavior. He asked the Board to consider the red-lining policy when routes are being cut in a way that requires people to make more transfers and ultimately affects the market for transit.

**Billy Smith** said he lived in one of three senior buildings in the vicinity of 16<sup>th</sup> Street. He said if Line 88 would go down 17<sup>th</sup> it would be appropriate for nearby seniors who use walkers or wheelchairs. He said the line had previously been on 17<sup>th</sup>. He also said that if seniors knew where the hearing was being held, more would have shown up to discuss the issue.

**Betty Ingraham** said she is a grant-writer and uses AC Transit, BART and Caltrain. She said her concern is the frequency of Line 76 which had not been addressed. She said the frequency is 30 minutes on weekdays and drops to one hour on the weekends. She asked that the frequency be increased. She also requested that the overall time span of service be lengthened. She said many riders of Line 76, and, Line 74 are not English-speakers and are confused by the schedule differences between weekday and weekend. She said she would like information on two other issues, first, information on how MTC and AC Transit are interrelated as governmental bodies, and, more information on the litigation that had been initiated with regard to Line 67.

**6:00 p.m. Session**

**Mrs. Farve** works for the Library System of the Oakland Unified School District. She requested that Line 15 continue from downtown Berkeley BART to El Cerrito BART, and not be replaced by Line 79. She said AC Transit is a public service organization, and as such, has an ongoing responsibility to provide service to less heavily populated areas. She said it is important to provide ongoing service along Martin Luther King, Jr. Way from Berkeley BART to El Cerrito BART. She said AC Transit described the new line as serving a "growing" area, and that means that it is not there yet, and may not attract enough riders. If the line is cancelled, a key section along Martin Luther King, Jr. Way, from Berkeley BART to El Cerrito BART, would also be cancelled. She said she believes AC Transit has a responsibility to provide for the residents along this route. She said that new growing communities are tentative, a lot could stop them and the funding is dependent on ridership. If it is a "pretend" community, it may never materialize.

**Alicia Blackwell** asked for information about several lines, such as Lines 82/82L and Line 6.

**Service Deployment Plan and West Contra Costa County Service Plan  
March 23, 2006, 3:00 p.m. and 6:00 p.m. Sessions  
Page 4 of 4**

**General Manager Fernandez** asked a member of the Service Planning staff to meet with her and answer her questions.

**Walter Hurd** lives in the Piedmont High School area. He said Line C should be round trip during commute hours. Sometimes, people need to go to Kaiser Hospital which is near 41<sup>st</sup> and Piedmont. Also, Line C comes earlier than scheduled at Piedmont Avenue. The schedule shows 3:45 and 4:15, and the bus comes at 4:06 or 4:09. He also brought some transfers he'd like staff to look at. He said the coach numbers are correct, but the route numbers are not. He also said Line B morning drivers are not laying over at Longridge and Lakeshore, they are laying over under the freeway or in front of the bank. He suggested those stops should be eliminated. Today, coach 3013 made layover under the freeway and the reason there were only one or two riders was that people probably were unaware the bus was there. He said also that yesterday coach 1071 had a non-working headboard. On coach 2112 the side sign says "Coach Garage" and he has brought that up many times.

**Marti Hearst**, Kensington, thanked the Board for having the Hearing. She said she wanted to talk about the issue of replacing vans with diesel buses on Line 67. She said there was a general lack of responsiveness from AC Transit on this issue. She said AC Transit had not respected the environmental report that needed to be done before replacing vans with diesel buses. She said Kensington was a rather affluent neighborhood and buses are running almost every half hour nearly empty, while residents in less affluent areas are getting their service cut. She said she didn't understand the rationale behind the route of this bus since those dollars could be better spent serving other people. The buses do not fit into the tiny, narrow streets of this neighborhood. They cause damage to the trees and could cause a serious accident because of the narrowness of the street. She said she had seen the bus make three point turns at a major intersection because it just doesn't fit. She said she was concerned by AC Transit's lack of responsiveness to this problem, and would support either a small van or not making a loop at Beloit, or less frequent runs. She said she advocated a more sane allocation of resources for bus riders.

**Kate Nichols** submitted a written statement that was read into the record by the District Secretary:

Please take steps to eliminate the following two sources of noise associated with AC Transit service.

1. Some transit vehicles have noisy, high-pitched turn signals. These are capable of piercing buildings and are essentially like alarms, louder than my alarm clock.
2. Some transit vehicles cause vibrations that set off car alarms of parked vehicles. Because it is on-street parking with turn over of drivers, it is difficult for residents to ask every driver to adjust his or her car alarm. By the way, I am in favor of allowing on-street parking.

**[END OF PUBLIC COMMENTS]**

**Robert Del Rosario**

---

**From:** Milton Hare  
**Sent:** Monday, March 20, 2006 1:15 PM  
**To:** Robert Del Rosario  
**Cc:** Sean DiestLorgion; Maurice McCarthy  
**Subject:** FW: Portion disconnected of Bus #43

Robert: Correspondence re hearing.  
Cc'd just for info to Mac and Sean.  
Milton

---

**From:** Tae Ahn [mailto:taekyuahn@gmail.com]  
**Sent:** Monday, March 20, 2006 5:54 AM  
**To:** Planning  
**Subject:** Portion disconnected of Bus #43

To whom it may concern,

Hello. I have 7 years old son who attends his elementary school (Cornell on Solano ave.) by Bus #43. Recently, I realized that this bus will be disconnected in Pierce St. It takes more than 20 minutes to walk to school for my son, it is too much for him. If possible, please maintain your service of bus #43 for my son and me. It will be appreciated. Thank you in advance.

Best regards,

Tae

I want to start by saying that I am not opposed to public transit. As a matter of fact, I ride BART daily and my 14 year old son rides AC Transit Line 67 several times a week to get home from school. However, I am surprised that AC Transit has decided to run empty diesel buses all day long despite our neighborhood objections. Thanks to AC Transit, my son has a private (empty) bus ride to our home, on a bus that costs Alameda and Contra Costa County millions of dollars to buy and run. Aren't there neighborhoods in Oakland that are begging for service?

In addition, I am shocked that AC Transit has refused to listen to the neighborhoods that live in Kensington and Berkeley. 67 Neighbors Against Big Diesel Buses received thousands of dollars from over 60 residents to attempt to change the bus situation and bring back the small, quiet, non-polluting vans. After months of meetings, phone calls, emails and letters, we were forced to file a law suit to attempt to get someone to listen to us. Our investment has done nothing but require that AC Transit produce The Initial/Negative Declaration Alameda/Contra Costa Transit District Service Changes in North Alameda/West Contra Costa study.

This study is not an accurate representation of our issues or of the facts that concern residents in Kensington, specifically on the 500 block of Beloit Ave regarding the 67 bus line and elsewhere in Kensington and Berkeley along the bus route.

Prior to June 2003, there was no bus running on a three block portion of Beloit Ave where I live. There had been a gas van that turned 2 blocks above my house down Purdue that then looped back to lower Beloit on Colgate, a block below my house. I never heard, smelled or saw the van. Now 28 times a day (from 6:30 AM to 8:00 PM) there is a huge diesel bus that runs past my house, emitting known toxic chemicals, extremely loud noises as the bus attempts to go up the street, shifting and moving between parked cars and causes vibrations that shake my windows. The bus is always empty as it passes by, regardless of the time of day or night.

In 2003 the Kensington community called a town hall to protest the bus and route change. We sent hundreds of emails, letters and made phone calls to no avail. We were told that the vans were not satisfactory for our route, however we have discovered that they were sold to UC Berkeley and are currently running on campus. We were told that we would get a quieter bus – that is yet to happen on a regular basis. The 'new' bus runs on our street once or twice a day. It is too large for Kensington's narrow streets and has difficulty making the turn from Colgate to Beloit.

I have reviewed the Initial Negative Declaration and have found several errors in the following areas:

- Air Quality – The diesel fumes linger in the air for 5 minutes after the bus passes my house making gardening or walking or standing in front of my house unpleasant and bad for my health and others who visit. Since we never had a bus running in front of our house, this is a significant impact - from zero diesel to 28 visits of a diesel bus a day.

- Geology and Soil – there is a significant impact. Since the 20 ton bus has been running on our streets, we have had water mains break on Colgate Ave 3 times.
- Hazards and Hazardous Materials – Significant Impact due to the increase in particulate matter, a known carcinogen. Having exposure to diesel 140 additional times a week is very significant. For those on Spruce St it is double that amount.
- Noise – There is a significant impact – the bus is so loud it wakes me up every morning at 6:30AM. If I am outside it is impossible to have a conversation while it drives by. The vibration of the bus rattles my windows.
- Recreation – Children no longer feel safe crossing the street, riding bikes or tossing balls.
- Traffic – the bus has increased the traffic in front of my house.

In conclusion, I want to state publicly that the large diesel buses AC Transit continues to run on the 67 line severely impact my quality of life. I feel I can also speak for the rest of the community. We don't feel that we are being heard by our elected AC Transit officials and don't understand why AC Transit wants to run 20 ton empty buses in our neighborhood, especially when an hourly van the size of a Paratransit van would suffice. Since AC Transit manages Paratransit vans, why weren't these considered? Diesel will undoubtedly increase in price. Air pollution is a grave issue that the State of California is addressing. Why doesn't AC Transit stop and listen? It is time for a change in the way we view transit – it should serve the community and consider their health, happiness and commuting needs.

Marianne Betterly-Kohn  
454 Beloit  
Kensington, CA

67 Neighbors Against Big Diesel Buses  
[www.67bus.org](http://www.67bus.org)

510 525 5374

## Robert Del Rosario

---

**From:** Anthony Bruzzone  
**nt:** Tuesday, March 21, 2006 5:38 PM  
**o:** Robert Del Rosario  
**Subject:** FW: 67 bus line

Add to list...

Anthony Bruzzone  
Manager, Service and Operations Planning  
AC Transit  
510-891-7175  
510-891-4874 (fax)

-----Original Message-----

**From:** beritblock [mailto:beritblock@hotmail.com]  
**Sent:** Tuesday, March 21, 2006 2:24 PM  
**To:** H.E. Christian (Chris) Peeples; Rebecca Kaplan; Greg Harper; Joe Bischofberger; Joe Wallace; Dolores Jaquez; Anthony Bruzzone  
**Subject:** 67 bus line

Dear Anthony and AC Transit Board Members,

We are Kensington residents and in June of 2004, the 67 bus changed from the vans to the large diesel buses and began to run through our neighborhood without any notice at all. We were awakened from a sound sleep at the bus roared up the hill. As I am sure you are aware, the bus coming through here is felt to be inappropriate and disruptive to anyone in the neighborhood. The bus is too large, and too loud and pollutes the entire area each time it comes through. There are very few if any passengers on the bus no matter what time of day it goes by and when there are passengers, many of them have gotten on at the top of Beloit and Grizzly Peak only because it is more convenient to ride the loop than to walk the extra block to Grizzly Peak and Spruce on the way into Berkeley. The inconvenience to us and the aggravation it causes far outweighs the convenience factor of a few people needing to walk one short block! This bus comes by our home 28 times a day, largely empty. The families in the beginning of the loop hear the bus 56 times a day, going into Kensington and then a few minutes later returning back to Spruce.

We have spoken countless times to Jim Gleich and others at AC Transit regarding this issue. We have left numerous messages, emails and have had too many conversations with various AC Transit officials and neighbors to count. Nothing in the past two and a half years has been done to resolve this issue. The noise study and the few European buses on our route are no solution at all as those buses are even larger and are still empty too! When Jim Gleich was asked what was being done to facilitate some type of change during the week as so many people are unhappy with the bus coming through he stated "absolutely nothing is being done". This statement is coming from an AC Transit official in the documented atmosphere of there being a problem as many of us have attended meetings and have been writing letters is very unprofessional and unacceptable. When I sent him an email letting him know I was filing a police report because a driver was urinating in the bushes on Grizzly Peak prior to coming down Beloit, his email reply to me was "that's a good one." Many of us have continued to protest this situation and to have an official make a statement like that is very inappropriate.

At a time when AC Transit is having many cutbacks in so many needed

areas, this route is something that needs to be looked at and actually dealt with. I have patients I see in Oakland, who are mothers with small children who often wait in the rain for long periods of time for a bus. Wouldn't it be a better use of funding to increase those routes instead of driving an empty bus around the hill so that some-one doesn't have to walk an extra block to the bus stop? It is a redundant route as the 7 bus is just down the street, and even if the 67 route were kept it would be a short walk to the bus stop on Spruce and Grizzly Peak should the loop be discontinued. Yes, AC Transit would have to find a different place to turn around and it might be a challenge but maybe that is what is needed to get the appropriate size bus on these streets. The 21 which went through the hills of El Cerrito was a smaller van type bus and that route was discontinued. Why can't our small loop be? There is not other street ANYWHERE in Kensington that has a bus route on it besides the Arlington. Those families knew they were moving on a major transit street that included buses when they purchased their homes and moved there. Most of us, living here for many years, had no such warning. Waking to the bus roaring up the street every weekday morning at 6:30 am and then every 30 minutes thereafter for a total of 28 times is really an injustice to our peaceful, beautiful, and previously peaceful neighborhood.

Many of us who would like our kids to use the bus to get to school can't use it because the 67 doesn't even provide service to the kids in this neighborhood who could use a bus to get to school. We do not go to Berkeley High in this neighborhood which is where the bus goes and if our kids were to take the bus to Portola Middle School or El Cerrito High they would walk down the hill, catch the 7, transfer, and finally make it to school over an hour later!! We are talking about schools that are less than 1.5 miles away. Why should we be inconvenienced so much by a service most of us don't even use because it is so inconvenient?

I hope you will continue to look into this issue for us and not have the attitude of Jim Gleich that nothing is being done. Many of us are extremely unhappy and while we don't want the service on Spruce to be discontinued, there are options available that would keep the 67 bus line but also keep the safety and quiet in our neighborhood and allow us to enjoy our homes in peace and quiet. In asking Jim how many complaints there were about the old 67 bus loop and the smaller vans he said there were no complaints and this route ran for many, many years. It seems to me that there is your solution. Kind of a no brainer don't you think?

Thank you  
Berit and Robert  
Block  
510.527.4056

RECEIVED

MAR 20 2006

DISTRICT SECRETARY'S  
OFFICE

4935 San Pablo  
Dun Road Apt 504  
El Sobrante  
CA 94803

AC Transit Board of Directors  
1600 Franklin Street  
Oakland CA 94612

Dear Sir/Madam,

As a passenger using line 74 to Orinda I would be very grateful if this line will continue to operate. In my household I am not the only one using it. There is also my sister and nephew who are presently on vacation and will be unable to sign this.

Presently using the bus is free but I would to have the service even if I have to pay the fare.

Thank you and hoping to have the 74 line continue.

Yours truly  
Ema B. Haran









# Public Hearings West Contra Costa County Service Plan:

Proposed Service Changes  
in West Contra Costa County and  
Portions of North Alameda County

- Draft Initial Study/Negative Declaration
- Schedule and Route Changes

Wednesday, March 22, 2006

3:00 p.m. & 6:00 p.m.  
AC Transit General Offices Boardroom  
400 Franklin Street, Oakland

Este folleto detalla los cambios en los servicios en el distrito del Condado de Contra Costa y en el norte del Condado de Alameda, que se van a considerar en la votación pública del 22 de marzo del 2006. Para recibir esta información en español llame al 510 891 7291.

AC Transit is a public utility. For more information, call 510-891-7291. West Contra Costa County, North Alameda County, and Contra Costa County, California. March 22, 2006. Printed and distributed by AC Transit, 400 Franklin Street, Oakland, CA 94612.

3/17/2006

AC TRANSIT BOARD DIRECTORS  
2/10/06 DISTRICT SECRETARY

1 OK TO PUT IN NEW LINES/RTS 68, 73 & 79

2 WILL NEW RTS 68, 73 & 79 RUN 7 DAYS A WEEK?

3 THEY SHOULD HAVE PUT ON THE SCHEDULE WOULD ON US GT ONLY 5 DAYS A WEEK DO NOT ASSUME AIR - TRASH HOUSES

TO BE PUT ON THE NEARBY FEEL 2006

4 PLEASE DO NOT GIVE GOOD DRIVERS ON THE NEW DIVISIONS & NO GAIN ON THE DIVISIONS ON THE NEW DIVISIONS. THAT THE DIVISIONS FAILS TO BE A SUCCESS. THE KINKS ARE

PRECISION DIVISIONS WITH THE NEW DIVISIONS

DRIVERS WITH THE NEW DIVISIONS

5. THE SUBS WITH THE NEW DIVISIONS

THOMAS LAMON  
THOMAS LAMON  
P.O. BOX 55  
HAYWARD, CA 94543

RECEIVED  
MAR 17 2006  
DISTRICT SECRETARY'S  
OFFICE  
cc: Board of Directors

3/22/2006  
3 PM

A/C Transit Board of Directors  
1600 Franklin St.  
Oakland, Ca. 94612

Dear B/D:

2005

HATASHI

Item 1 On Pg. 4.1 REFERENCES CITED SECT.: FOR A/C Transit why are they use the access date of October 2005,,, DO NOTE I JUST DID SEND INTO DIR. THE MANY MISTAKES & INCORREC PRINTS ERRORS TO THE AUG. ~~2005~~ ISSUE OF THE SAN LEANDRO/HAYWARD bus syst to be correctly corrected a Mr. Ken Mohades did send me a letter after that, but do note this is now the THIRD UMPTHIENITH TIME I HAVE TO DO THIS TO GET THINGS CORRECTLY CORRECTED FOR THIS AREA & OTHER BUS SYSTEM SETS. OF THE PAST YEARS.) I AM TELL ING YOU THIS BECUASE I CON ONLY GUESS THE CONSULTANS USED THE SAME WORNG INFO TO GET THEIR INFO. GARABE IN GARABAGE OUT.

~~SAN LEANDRO TRANSIT PLAN ONLY ACHT - WE FILED HIS SUITS WAS IN 2005~~

Item 2 IN REF TO THE RT 82/82L ISSUES when the NEW RT 82R Come on line in JUNE 2006. WERE THE CONSULTS TOLD YOU ARE & WER GOING TO DO THIS IN 2005, to stop the current RT 82 at Bayfair BART & EXTEND THE RT 99 but DECIDED AGAINST IT IN LATE OR MID 2005 AS IT WOULD LARGLEY INPACK MOSTLY ALL MINORITY PAX IN/ FROM OAKLAND CA. COMMING SOUTH TO MOSTLY HAYWARD, CA. SOCIAL JUSTACE SYSTEMS ON W.WINTON & AMADOR STS. (REQUIRING THEM TO PAY ANOTHER FARE & OR ANOTHER .25¢ FOR A TRANSFER TO COME BACK TO HAYWARD BART & THEM PAY AGAIN TO GOTO OAKLAND, ( MOST OF ALL THIS PROBLE COULD BE AVOIDED WHEN IN THE SUMMER OF 2006. Fall 2006 when the NEW RT 82R comes on line to have the new Rt 82 just run on 14st. in Oakland, Ca. to its last start & END POINT JUST OFF OF 14 St. & Castro St. (in front of that First Unitiar Church OR JUST SHORTEN THE NEW RT 82 only to go into the Fruitvale Bart station seven days a week & have some other type of rt. do the work load from Fruitvaille Bart sta. to the curren 11 St. & Jefferson (Jaffet Park or the former rt 82 Place as I just stated above off of 14 St. & Castro St. by the Uniteran Church, in Oakland, Ca.

Item 3 On THE FORM A JUST AFTER PG. 5-2 HOW COME THERE ARE WER NO BOXES CHECK FOR POTENTIALL SIGNIFFIENT FOR THE RT 15 Parts to be eliminatd about 3,000 daily riders & their NEW TRAFFIC & CIRCULATION PROBLEMS FOR THEM???? AS AT THE AAC COMM.MTG. ON MARCH 14 2006 That a Mr. Buriel Hanson did bring to to a Mr. Jon Twichel in TALKING ABOUT THE RT 82 & 40/43 9 note there a lot of pax from the local rts transfer from their local rts to the OUT BOUPT RT 82 & current routing to Hayward, Bart dstation.

Item 3A If you felt that all projet issues are non applicaple perhaps you should have written in that or words to the effect. but not just leav it blank. Item 4 AFTER PG. 3-73 THE NEXT PG IN THE DRAFT IS PG. 5.1 Move over Pgs 4-1 to 4-4 into correct seq.

TUES

IF

P.S. PLEASE REF. TO  
QUESTIONS 554 B50  
HOWEVERS

roll over  
OTHER SIDE

U.S. Trust  
Charles  
Kenny  
JAMES CAMPBELL  
P.O. BOX 55  
HAYWARD, CA  
9454

**Draft**

**Initial Study/Negative Declaration  
for the  
Alameda Contra Costa Transit District  
Service Changes in North Alameda/  
West Contra Costa Counties**

*Prepared for:*

Alameda Contra Costa Transit District  
1600 Franklin Street  
Oakland, CA 94612  
Contact: Anthony Bruzzone  
510/891-7175

*Prepared by:*

CHS Consulting Group  
130 Sutter Street, Suite 468  
San Francisco, CA 94104  
Contact: Debra Jones  
415/392-9688

January 2006

VRK  
3/17/2006  
List  
A  
Dist  
Sect  
ins  
in  
Z  
O  
D  
H

Subject: transfer problem 15, March 2006

RECEIVED

MAR 16 2006

DISTRICT SECRETARY'S OFFICE

cc: Rakt. Del Ra. Kan-legs

New AC Transit Board,

Could you please reinstate the #67 <sup>BART</sup> North Berkeley stop? Current disadvantage.

① Must take bus from Shattuck/Spruce to 51st

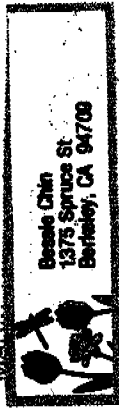
Long block transfer at Milvia/Alderson to 51st  
in 2 short walks to No BART  
miss connection (no problem transferring so).  
or it take just cross the street  
40 minutes. On map, looks good but  
to go 2 miles. nearby signal lights & long  
walk in transfer.  
Shattuck & Rose to  
Dae.

② BART will charge to park.

③ More convenient No. Berkeley drop off. 1 exit entrance. o.k. to linger & pick up.

Downtown parking tickets in stops

Also, can't go directly to down University from No Berkeley without transferring. Hoping you will consider this change. Sincerely, [Signature]



Bessie Chin  
1375 Spruce St.  
Berkeley, CA 94709



OAKLAND CA 946

15 MAR 2006 PM 3 T

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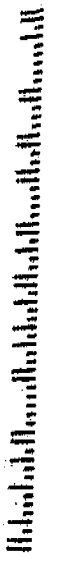
MAR 16 2006

DISTRICT SECRETARY'S OFFICE

*Comments on  
bus routes*

*AC Transit Board of Direct  
1600 Franklin St  
Oakland Ca 94612*

94612+2806 0025



**Robert Del Rosario**

---

**From:** Anthony Bruzzone  
**Sent:** Tuesday, March 21, 2006 5:40 PM  
**To:** Robert Del Rosario  
**Subject:** FW: 67 bus line

For the list

**Anthony Bruzzone**  
**Manager, Service and Operations Planning**  
**AC Transit**  
**510-891-7175**  
**510-891-4874 (fax)**

-----Original Message-----

**From:** Paul Cohen [mailto:paul-cohen@sbcglobal.net]  
**Sent:** Thursday, March 16, 2006 4:23 PM  
**To:** Anthony Bruzzone  
**Subject:** 67 bus line

Dear Mr. Bruzzone,

As a Spruce St. resident in Berkeley, I am writing to register my opposition to the arrogant and reckless replacement of neighborhood-appropriate vans on the 67 line with the current large and destructive diesel buses. This move, taken with little or no community input, has severely impacted the quality of life on Spruce St. in a negative manner. The noise of these large diesel buses is deafening. The carcinogenic particulate matter from the diesel engines threatens our health. And the wildly inappropriate size of the current buses is a constant safety issue. What's more, for most of the day the buses are nearly empty--a disgraceful abuse of taxpayer funds. More than ten years ago Spruce St. residents fought long and hard for the neighborhood-appropriate vans rather than the behemoth buses. Today, we're fighting the same battle over again. Please, this time, listen to the people you are sworn to serve--return small, quiet transports to the 67 line (i.e., 22 foot gas-electric hybrids), and reduce the frequency to once per hour, except at rush hour. In this way, you will not only serve the 67 line neighborhood well, but you will be spending taxpayer funds in a much more efficient and responsible manner. Thank you.

Sincerely,  
Paul Cohen  
1049 Spruce St.  
Berkeley, CA 94707  
Tel: (510) 526-9603



March 22, 2006

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

Dear Directors,

Thank you for this opportunity to present our concerns about the Draft Initial Study for the service changes in North Alameda/West Contra Costa County as we seek your assistance in restoring our previous level and type of transit service. This letter will outline the history of events from the neighborhood perspective and define how the draft Initial Study for service changes on the 67 route is incomplete, makes incorrect assumptions, and otherwise is misleading in presenting information to you and the citizens you represent. We and our neighbors are deeply dissatisfied with how we have been treated by AC staff and with the outcomes in our neighborhood – changes that have greatly impacted our health, safety and quality of life regardless of how these impacts are represented to you today by your consultants.

Prior to July of 2003, the 67 line was a shuttle-type service that was successful and appropriate to our residential neighborhoods; the shuttle-sized gasoline bus was able to negotiate the curving streets and was accessible to several areas accessed by smaller neighborhood streets in North Berkeley. The shuttle's size also made it possible for it to share the road with myriad bicyclists and pedestrians who use the same streets - - able to stay within the lanes when passing bicyclists and also able to stop and respond appropriately to pedestrians crossing at the many intersections and locations around schools in our area. The service was popular, enough so that many neighbors wished to see increased peak hour service.

Without notice to the community or environmental analysis, your staff began running full-size Gillig buses – the most polluting and noisiest in your fleet – while eliminating significant portions of the 67 route. The institution of these diesel buses has created terrible air quality, safety and noise impacts that we have found intolerable. Starting at 6:30 am and ending after 8 pm, the sound literally booms throughout the hill residential neighborhoods – heard in our living rooms and bedrooms, and vibrating the very foundations of our homes. To say we are deeply upset would be an understatement. The route changes on Spruce north of Montrose and through Kensington have been particularly egregious as these were formerly one-way loop service.

Without reasonable communication from AC Transit staff, neighbors found their only option was to pursue a CEQA lawsuit to mandate the required environmental analysis for the 2003 changes on the Route 67 line. Subsequently, we were treated poorly by your staff despite our legal rights and your agency's legal responsibilities – we do not believe you condone such activities on behalf of the Agency.

The draft Initial Study (IS) states there are no significant impacts from the change in vehicle or service pattern. It states there are no significant noise or vibration effects to be mitigated. It further states that the new Van Hool buses are equal to or quieter than the gas shuttles. The following outlines the inadequacies of the analysis performed by CHS and ATS Consulting:

## 1. Project Description and Scope

- The IS states that "improvements" and service changes were "implemented" by AC in 2003, and that a "legal challenge" required a "new Initial study" as a result of Court orders in response to neighborhood challenges. This is incorrect. There was no Initial Study created and the CEQA cases brought by neighborhoods and individual residents forced such a study.
- Please note that the analysis focuses inordinately on a comparison between Gillig and Van Hool bus types – the environmental issue is the difference in impacts between the gas-powered shuttle (which should have been defined as the "existing" service) and the Gillig diesel buses which were instituted without CEQA analysis and appropriate Board approval.
- The scope does not identify how the number of impact events and duration increased along significant portions of the route as one-way service was replaced by two-way service with increased head times, therefore increasing the measurable impacts.
- The number and location of measurement sensors was inadequate and presumes to know what impacts are occurring in places where no measurements were made. Spruce Street in particular was poorly studied – the one location in the draft report does not adequately represent a large portion of the service area with greater grade issues and therefore, the largest impacts as the buses strain to maintain velocity.

## 2. Air Pollution

- The draft IS does not adequately analyze or accurately describe the local air impacts of the Gillig diesel buses. Despite CEQA allowing generous standards, you as the Board of Directors do not have a basis for assertion that the air is not polluted in a significant manner by the service vehicle type. It does not take an expert to stand in our neighborhood and watch or smell the blackened air. It is a mockery of air standards and concerns for community health in this day and age that a CEQA analysis would not include a substantial discussion of air quality impacts where diesel is involved.

## 3. Vibration

- The primary consideration is whether vibration will be intrusive to building occupants or will interfere with interior activities. Your constituents have repeatedly told you of these impacts – the assumption is that these complaints are somehow erroneous. We invite you to visit our homes yourselves and judge for yourselves.
- The analysis focuses upon the difference between the Gillig and Van Hool buses when the issue is between a van and a 30-foot many-tons heavier bus.
- The locations of street-level sensors were inadequate in number and therefore incomplete in assessing impacts along the route. Further, there was no measurement made inside any homes and generalized suppositions do not accurately reflect actual environmental study setting conditions.
- The analysis is incomplete in assessing the impact differences in service hours and route run frequencies. Impacts made by a twice-hourly gas shuttle and a six-times hourly large diesel bus have a tremendous difference, we assure you.

## 4. Noise

- A major complaint by the public and your constituents has been noise. The draft IS states there is no significant impact, period. Those of us who live in the hillier area of the 67 Route take great exception to this statement. The study locations chosen are inadequate and one might come to the conclusion – rightly or wrongly—that they may have been deliberately chosen to exclude meaningful analysis in areas that might require AC to mitigate or adopt overriding considerations that are politically distasteful.

- The draft IS states that the Van Hool buses are quieter in "most cases" than the gas vans – given the inadequacy of the study locations chosen for this IS, we assert that there are significant impacts in significant areas of the route that are unexamined in keeping with a quality analysis and we want them assessed appropriately as the law stipulates.

#### 5. Traffic Safety Impacts

- The traffic impacts of 30-foot buses on curving hill neighborhood streets were not studied adequately and we assert there are significant issues that the Board must take into consideration under CEQA. There are daily near-misses between buses and cars, buses and bicyclists and also pedestrians in crosswalks. At the least, we want our AC Board to show concern and respect to us – your constituents – and have this aspect of environmental impacts analyzed appropriately.

Finally, while CEQA does not require ridership analysis, you should mandate such a study to understand the implications of the Route 67 changes. These changes eliminated the reach of transit service in the area while simultaneously impacting ridership – we watch our tax dollars fund empty buses while AC suffers budget deficits. In your capacity as overseeing fiscal responsibility in the context of service planning, you have seen the results of MTC's Connectivity Study and reports by UC Berkeley clarifying how shuttle service is not only appropriate, but a reasonable fiscal necessity in making AC Transit a healthy agency. Your own Planning Department led a 2004-2005 service study in the northern portion of the adjacent service area in West Contra Costa County subsequent to the changes made in the IS that made obvious the need to consolidate trunk routes and create means for increased reach into residential areas to be fiscally appropriate; again, pointing to the obvious in the institution of residential as well as commercial shuttle service as MTC has suggested.

The coalition of residents, neighborhood associations and other groups that has formed as a result of these impacts along the Route 67 line are pro-transit and support bus access. We are steadfast in our desire for a return to the non-polluting shuttles and route-appropriate service in keeping with our community's needs and your own Agency's mission statement. Thank you in advance for helping to address the concerns and assertions made in this letter. We beseech you to require appropriate analysis by your staff and consultants. And please do not hesitate to call us with your questions anytime.

Regards,

Ms. Nashua Kalil  
601 Spruce Street  
Berkeley, CA 94707  
510.527.7772

Mr. Paul Cohen  
1049 Spruce Street  
Berkeley, CA 94707  
510.526.9603

Cc: Metropolitan Transportation Commission  
Bay Area Air Quality Management District Board

**Linda Nemeroff**

---

**From:** Milton Hare  
**Sent:** Wednesday, March 08, 2006 8:32 AM  
**To:** Robert Del Rosario  
**Subject:** FW: Service Deployment Brochure

-----Original Message-----

**From:** Bruce De Benedictis [mailto:bru1debenedictis@earthlink.net]  
**Sent:** Friday, March 03, 2006 12:07 PM  
**To:** Planning  
**Subject:** Service Deployment Brochure

I got the brochures for the public hearings on March 22. I cannot understand what is being proposed in the blue North Alameda brochure. It looks like the status of the previous changes, rather than changes that are proposed. The West County brochure is much clearer.

Bruce De Benedictis

**Robert Del Rosario**

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**From:** Anna Elzeftawy [anna@berkeley.edu]  
**Sent:** Wednesday, March 15, 2006 9:23 PM  
**Subject:** Planning  
UC Student's comments on 52 and 52L bus lines

Hello,

I live on Cedar and McGee, and I used to rely on the 52 every day to go to UC campus when I was unable to ride my bicycle due to a broken arm. The bus was always packed, so I can't imagine it would have lack of riders, and it's the only bus that services that whole middle square that's too far from the 7, the 9, the 51, or the 52L. I was in serious need of the 52 last year, and I would have had to withdraw from school without it. I wish AC Transit would consider keeping the service, or even increasing it. I'm sure people will ride the bus. I think people would even use it on the weekends to go to class or work at a lab.

On the 52L, it would be nice to be able to take it all the way to El Cerrito BART - I'm sure you will get lots of students living near campus going to that area, especially on weekends to shop at El Cerrito Plaza or Pacific Market.

Thanks,

Anna

3/22/06

A. C. Transit

I am disappointed to hear of your plans to make changes on the 72M again.

I use the 72M to get to and from work at Chevron, Richmond

That is a busy line, as many of the people have no other means of transportation.

If the person or persons can not plan or make projections that better serve the community; perhaps they should step down and let the State of California handle transportation.

Sincerely,

Ginnell Fox (510) 524-2612

725 Kearney St. #8

El Cerrito, Ca 94530

## Robert Del Rosario

---

**From:** Anthony Bruzzone  
**Sent:** Tuesday, March 21, 2006 5:39 PM  
**To:** Robert Del Rosario  
**Subject:** FW: RE ACTRANSIT PROPOSED CHANGES

For the list

**Anthony Bruzzone**  
**Manager, Service and Operations Planning**  
**AC Transit**  
**510-891-7175**  
**510-891-4874 (fax)**

-----Original Message-----

**From:** jokerchief@sbcglobal.net [mailto:jokerchief@sbcglobal.net]  
**Sent:** Tuesday, March 21, 2006 9:15 AM  
**To:** Anthony Bruzzone  
**Subject:** RE ACTRANSIT PROPOSED CHANGES

To Anthony Bruzzone:  
20MARCH06

Dear Sir:

AC Transit has for years ignored dealing with the environmental impact of running its full-sized (30 foot) diesel buses along Gilman St. from the time this began.

By adding line H, it also proposes to ignore its policy NOT to operate more than one line per transit corridor. To put yet another line on Gilman St., which is primarily (at least above San Pablo Ave) a residential neighborhood of mainly 1-family homes, is to dump on us even more environmental misery. The auto traffic has made us into an extension of the freeway—by adding the full-size buses instead of maintaining the small vans, & using old, polluting diesels & putting yet another line in our residential neighborhood is adding injury to injury & insulting us by flouting your responsibility to consider the environmental impact of your actions.

It would be nice to think that at last ACTransit is actually going to do this, instead of ignoring the agreements made to do so in the past. As a resident living on Gilman St. I am fed up with promises broken, environmental requirements flouted & a generally callous attitude on the part of ACTransit.

Sincerely, Marcia Frendel, 1399 Gilman St., Berkeley, Ca. 94706

## Robert Del Rosario

---

**From:** Stephen Gross [smgross@mac.com]  
**Sent:** Wednesday, March 15, 2006 11:34 AM  
**Subject:** Planning  
Comments: Line 15 / 79 changes

Hello -

I would like to voice my support for planned changes to line 15 and the addition of a new line 79. I believe that this service change will help the efficiency of my commute to and from downtown Berkeley and Montclair via line 15.

I am in favor of changes to line 15 only if line 79 is added. It would be very difficult for residents of North Berkeley to reach BART stations without a suitable replacement for the loss of the northern end of line 15.

Thanks for listening.

Stephen Gross  
Oakland



## Robert Del Rosario

---

**From:** Lisa Hammon [LisaH@ci.san-pablo.ca.us]  
**Sent:** Sunday, March 19, 2006 4:34 PM  
**To:** Planning  
**Cc:** Robert Del Rosario  
**Subject:** West County Service Plan comment

Greetings. The West Contra Costa Transportation Advisory Committee is one of four Regional Transportation Planning Committees in Contra Costa County. WCCTAC covers the area of the County from El Cerrito to the Carquinez Bridge. WCCTAC is governed by a board of directors that includes members from El Cerrito, Richmond, San Pablo, Hercules, and Pinole; Contra Costa County; and the transit agencies (AC Transit, BART, and WestCAT).

This is a comment on the West County Service Plan. Please consider reducing the **weekend** frequency of the Line 76 from one hour to 30 minute frequency. This is the only line in Richmond that has one hour frequency on the weekends, and the enhanced service would greatly improve the ability of residents along the Line 76 corridor to access jobs, social and recreational activities, etc.

Thank you for your consideration of this comment. Lisa Hammon

*Lisa Hammon  
West Contra Costa Transportation Advisory Committee  
13831 San Pablo Avenue  
San Pablo, CA 94806  
510.215.3044  
510.235.7059 (fax)*

**Robert Del Rosario**

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**From:** ieesha harris [esha\_boo\_05@hotmail.com]

**Sent:** Friday, March 17, 2006 9:21 AM

**To:** Planning

**Subject:** Line 70, 71

Hello as i read on the purple tri fold paper line 70 and 71 will not be running and why is that? So how are the adults and children that live in Hilltop Green to College in the mornings if Ac Transit is there only transportation.

---

[Learn how to better protect yourself with MSN Hotmail](#)

**Robert Del Rosario**

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**From:** ieasha harris [ilizerrie2002@yahoo.com]

**Sent:** Saturday, March 18, 2006 11:03 AM

**To:** Planning

**Subject:** Line 70 and 71

Hello i would like to know why the 70 will not come to fairway and green-way. so you are not going to be considerate of the children who go to College and use that bus to get to school so what bus is going to come up there for us.

---

Yahoo! Mail

Use Photomail to share photos without annoying attachments.

RECEIVED

MAR 21 2006

DISTRICT SECRETARY'S  
OFFICE

Hearing scheduled March 22, 06

04/20/06

AC Transit

Project location ~~at~~

Oakland 18th ~~Street~~ and 8th Ave Oakland

Shelter and seats are needed

We have had an awful lot of Rain  
in the last four months.

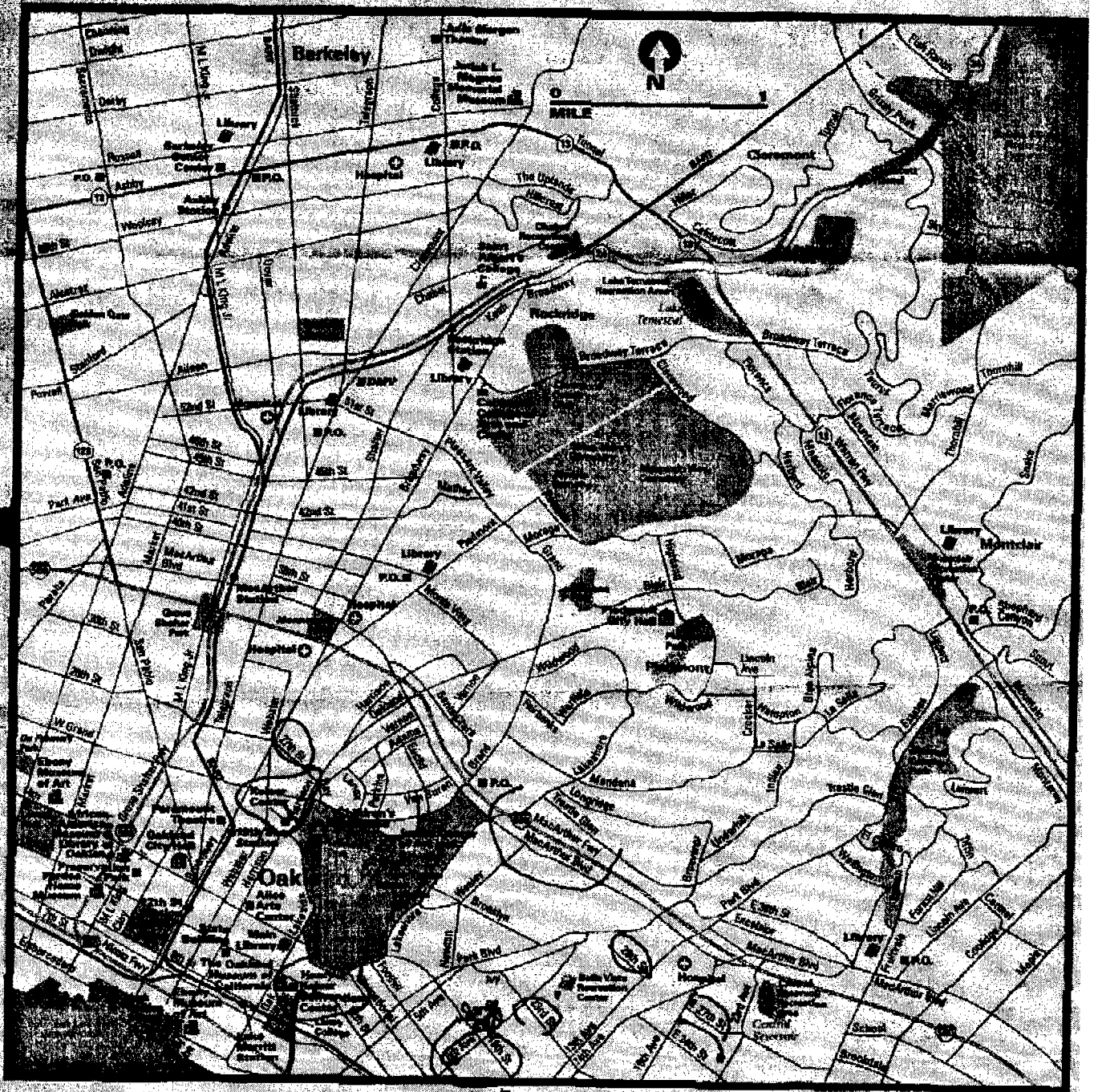
There is no shelter for the Bus # 62 going  
South west also Bus # 14 going west  
that keep people standing under trees that  
do not offer very much protection from the  
Rain

Requesting shelter and seats <sup>area</sup> zip code 94606  
This will be bettering service on the  
AC Transit line Route Buses # 14 also Buses  
# 62 which stop on the same corner  
several times a day one Bus Route is  
on 18th Ave corner one Bus Route is on 8th  
Avenue corner Bus # 14

There are several Churches located in  
the area people take the Bus from Church  
home each Sunday are gathered to gather under  
the two trees that are on the corner which  
do not give very much protection from the  
Rain Please see map attached attached in Green book

I go to Church every Sunday at 7th Avenue  
and 18th Avenue  
Joe Harris

# Oakland



Shirley W. ...

For what to do and where to do it  
SMARTpages.com City Guides

**SMARTpages.com**

Your online Yellow Pages - and more!

**Robert Del Rosario**

---

**From:** rodrick harris [rodrick\_06@hotmail.com]  
**Sent:** Friday, March 17, 2006 9:06 AM  
**o:** Planning  
**Subject:** Line 70, 71

So is there going to be a bus that will pick up people to go to Contra Costa College. If not what are we suppose to do as far as transportation to school.

Lil R

---

Express yourself instantly with MSN Messenger! Download today - it's FREE!  
<http://messenger.msn.click-url.com/go/onm00200471ave/direct/01/>

**TO: AC TRANSIT**

**DATE: MARCH 16, 2006**

**FROM: BRENDA IRELAND  
217 CHANSLOR AVE.  
RICHMOND, CA 94801  
PHONE: (510) 237-9055**

cc:Board of Directors

**RECEIVED**

MAR 17 2006

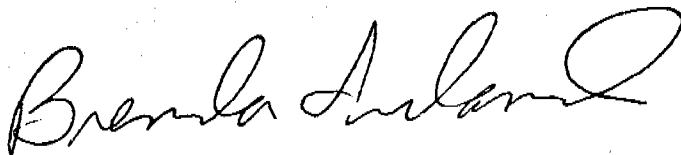
DISTRICT SECRETARY'S  
OFFICE

**IN REGARD TO ROUTE CHANGE FOR THE 72M, WHICH I GREATLY DEPEND ON.**

**I TAKE IT TO THE BART STATION FROM HOME AT NIGHT ! TO GO TO WORK AND BACK HOME AGAIN THE NEXT DAY. I TAKE THIS BUS AT LEAST 6 TIMES A WEEK. I ALSO USE THIS BUS FOR OTHER THINGS, LIKE GROCERY SHOPPING, GOING TO THE DOCTOR AND ECT...**

**THERE'S NO OTHER BUS THAT COMES DOWN MACDONALD AVE TO 1st STREET. THIS WILL BE A GREAT INCONVENIENCE FOR ME AND OTHER PASSENGERS. PLEASE DO NOT ELIMINATE THIS ROUTE.**

**THANK YOU,**



**BRENDA IRELAND**

**Robert Del Rosario**

---

**From:** Ty Haynes [cutety\_1@hotmail.com]

**Sent:** Sunday, March 19, 2006 7:06 PM

**To:** Planning

**Subject:** 70 and 71 Bus lines

Hello. My name is Tywana Haynes, a former employee of the City of Richmond YouthWorks Program. I have recently been contacted by current and previous members of our program who alerted me that the 70 and 71 bus lines may be re-routed or eliminated all together, and this is their only mode of transportation to and from school. Please reconsider the people that will be affected if these lines are re-routed or eliminated. AC Transit will be disenabling members of the community from conducting the business of their everyday lives, and making it more difficult for students who already have major challenges from going to school. Feel free to contact me at 510-367-2836 if you have any questions, comments or concerns. Thank you.



**Robert Del Rosario**

---

**From:** Ashley Jackson [ash\_jackson444@yahoo.com]

**Sent:** Saturday, March 18, 2006 11:01 AM

**To:** Planning

**Subject:** Line 70 and &1

Hello my concern is about the 70 and 71. Why would the 70 and the 71 stop running to Hilltop Green what about the people who get on the bus to go to school because there is people up there that get on the bus and by that bus stop coming up there what are we suppose to do f A Transits is our only source o Transportation.

---

Yahoo! Mail

Bring photos to life! [New PhotoMail](#) makes sharing a breeze.

3/22/06

A. C. Transit

It is another sad day to hear of plans to cut lines, increase fares, reduce and/or eliminate services to the people who need them the most.

Why not cut some of the people responsible for making poor decisions?

Part of the problems for lost revenue is fare boxes that don't work, wheel chair lifts do not function properly.

The buses are dirty. What's wrong with maintaining the buses? The brakes squeak, what happened to the reliable mechanics, or do you use inferior parts?

Maybe A.C. should consider cut-backs inside and spend more money better serving the community with better bus service.

Delores Jennings  
725 Kearney St  
El Cerrito, 94530

(510) 6527-6259

Cheryl Katz  
260 Trinity Ave.  
Kensington, CA 94708

Anthony Bruzzone  
AC Transit  
1600 Franklin St.  
Oakland, CA

March 22, 2006

Dear Mr. Bruzzone, AC Transit staff and members of the AC Transit Board;

As I may not be able to attend the public hearing in Oakland, I would like to offer my comments on the Negative Declaration your agency has issued for the AC Transit service changes in Alameda and Contra Costa counties.

First of all, let me point out that I live along the route of the #67 line in Kensington, so am in a good position to observe the impacts of the service and equipment changes on this line. Based on my observations, and careful reading of the negative declaration document, I have the following objections to your conclusions that the project has no significant impacts on the neighborhoods affected by these changes:

- **Pages 3-14 to 3-15** Table III-3 does not include figures on bus miles or emissions for the #67 line. Therefore the conclusion that the changes have no impact on air quality is invalid.
- **Page 3-16, item d** The 30' Gillig buses that have been operating on the #67 line since the equipment changes in 2003 have not been retrofitted, and thus have not been the subject of AC Transit's Clean Air Initiatives. The Gillig bus, which runs 28 trips a day on the #67 line, is currently the most-polluting vehicle in AC Transit's fleet. As AC Transit Deputy General Manager Jim Gleich stated in the Contra Costa Times on Dec. 5, 2003 regarding the 30' Gillig buses operating in Kensington and North Berkeley, "They're not the cleanest buses we've got." Therefore, the conclusion that there is a less-than-significant impact on air quality is invalid. In addition, diesel fumes are highly noxious, and you cannot conclude that there is not odor impact.
- **Page 3-30, item g** As the streets in Kensington are exceptionally narrow, the bus takes up the entire roadway on Beloit, Purdue, Kenyon and Trinity Avenues, blocking all access to other vehicles traveling in either direction. It does physically interfere with emergency response activities, as well as deliveries, moving vans and utility repairs. Therefore, the conclusion that there is no impact in this area is invalid.
- **Page 3-48, item a** Van Hool buses are NOT currently in use on line #67, nor have they consistently been in use since the equipment change was made. The vehicle that operates 28 trips a day on this line is a 30' Gillig. According to Table XI-6, the Gillig is 37 dBA louder than ambient street noise, which is well above the FTA threshold for significant noise

impact. Therefore, the conclusion that there is no noise impact is invalid.

- **Page 3-57, Table XV-1** This table does not include the #67 line.
- **Page 3-65, item a** The #67 line is used by only a very small number of passengers and therefore does not result in a significant decrease in automobile trips. The circulation of an empty bus 28 times a day DOES increase traffic volume to a significant degree.
- **Page 3-66, item f** The project has resulted in the removal of three parking spaces on Beloit Ave., so that the larger bus can make the turn from Trinity onto Beloit. Parking in the neighborhood is already very tight, and the loss of these spaces has a significant impact.
- **Page 3-67, Table XV-5** Line #67 is not included in this table.
- **Page 3-70, Table XV-6** Line #67 is not included in this table.
- **Page 3-73, item c** As pointed out above, it must be concluded that the project does have a significant adverse impact on human beings living along the route.

Thank you for your attention and consideration of my objections to AC Transit's adoption of a negative declaration. As this is a very important issue, affecting the health and quality of life of a substantial number of residents in Kensington and Berkeley, I appreciate AC Transit reconsidering its service and equipment changes. It is my sincere hope that we can work together to devise a neighborhood-friendly solution.

Sincerely,  
Cheryl Katz

## Robert Del Rosario

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**From:** Milton Hare  
**Sent:** Wednesday, March 08, 2006 8:31 AM  
**To:** Robert Del Rosario  
**Subject:** FW:

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**From:** mary.kazmer@comcast.net [mailto:mary.kazmer@comcast.net]  
**Sent:** Tuesday, March 07, 2006 12:01 PM  
**To:** Planning  
**Subject:**

This has nothing to do with your proposed changes, but it seems like a good time to bring up the subject: Why isn't there a bus stop in front of the new location of the Berkeley Adult School on San Pablo? This is not a safe neighborhood to be walking around in, especially at night. The old location on University was also in a bad neighborhood, but at least there was a stop right in front of the building, and it seemed like a fairly safe place to wait because it was lit up at night and there were usually a bunch of people waiting.

Comments on the SDP Initial Study/Negative Declaration (SDP IS/ND)

Dear AC Transit Board members,

These comments are submitted from the Livable Streets Network. We are in favor of mass transit. We look forward to the day when transit service can be provided without adverse impacts. We encourage you to work actively towards that goal. Some AC Transit Board members and staff have wrongly called us anti-transit. It is not the service itself that causes impacts; it is the vehicle used to provide that service. This is an important distinction.

Almost two decades ago, the AC Transit CSP Management and Technical Assistance Project Final Report stated that "Quite often opposition to new routes has arisen out of fear that large buses would be incompatible with the residential nature of the neighborhood."

Residential areas deserve special consideration. To promote transit use from home to destination, you must provide vehicles that are compatible with the indoor and outdoor spaces of residential zones. In those areas where housing is the primary use, people expect to be able to use indoor and outdoor spaces for rest, relaxation, recuperation, contemplation, meditation, etc. A healthy, attractive outdoor environment in residential areas will promote transit use.

AC Transit is known as a pro-diesel agency. Your staff has not been very interested in minimizing impacts of transit vehicles. In 1990, the staff opposed the Board's decision to use low-impact vehicles in residential areas. During the next decade, with the issue temporarily resolved, and with Board turnover, the Agency ignored the issue and did not help to spur technological innovation that could have prepared you for the next round of requests for low-impact vehicles. In the early years of the new millennium, AC Transit was poorly positioned to respond to the requirements of the California Air Resources Board (CARB) and to the requests of people living on transit routes for the next generation of low-impact vehicles.

Because of the importance of transit service, AC Transit has been allowed to continue to run dirty, noisy vehicles. We would like you to do better. Board members should be more proactive in establishing policy to provide vehicles appropriate for residential neighborhoods and to make the Agency more receptive to neighborhoods' concerns. We would like you to push for the design of transit vehicles that are truly attractive, clean, and quiet.

We would like you to step up and do this voluntarily. Please set your sights higher than the minimum, even though you know you will not be sued every time your actions fail to meet the minimum of California law.

In 2001, we were encouraged by AC Transit staff's promises of "the next generation of neighborhood-appropriate vehicles within a few months." The problem is that now it is 2006 and the "neighborhood-appropriate" vehicles are not yet on the streets. For the last five years, we have received nothing but excuses and stonewalling from AC Transit. We have noticed that AC Transit is a very inefficient agency. Board members should do more to require accountability.

Between March and June 2003, you circulated notices of a public hearing that listed use of diesel buses on Line 9 as one of its topics. Your summary of that hearing, held June 11, 2003, stated that the District received both oral and written comments regarding the June service changes [i.e., the Service Deployment Plan] approved in February 2003. After the June 11<sup>th</sup> public hearing, you claimed that

these comments were outside the subject of the public hearing. Please consider those comments re-submitted as part of today's public hearing, March 22, 2006.

In addition, we have the following comments:

- (1) AC Transit stated to the Superior Court that the environmental review would cover the Fleet Composition Plan (FCP). The FCP is part of the SDP. Only a small portion of the FCP is covered by the draft SDP IS/ND. Therefore, the SDP IS/ND is incomplete. The FCP contains many vehicles with greater air, noise, and safety impacts than the vehicles listed in the SDP IS/ND. The conclusions about CEQA impacts should be based on the full range of vehicles that may be deployed—not just the most “environmentally friendly.”
- (2) The IS/ND does not disclose that vehicles removed from the AC Transit vehicle fleet are still contributing air pollutants locally. These vehicles are being sold to and operated by local agencies and the University of California at Berkeley.
- (3) The IS/ND does not state that the use of vans on Line 9 was a CEQA mitigation measure of the 1990 CSP. Therefore, the SDP IS/ND does not give adequate notice that AC Transit is deleting this mitigation measure.
- (4) The IS/ND bases its conclusions of “less than significant noise impact” on the use of 30-foot Van Hool transit vehicles. However, AC Transit has implemented the project without deploying these vehicles. In addition, there is no guarantee of the vehicles being limited to the 30-foot Van Hool vehicles.
- (5) The IS/ND wrongly states that there is no temporary noise increase associated with the SDP's operation. To determine temporary noise increase, the decibels produced by a transit vehicle should be compared to the ambient dB in the time period immediately preceding the transit vehicle passing through a residential area. Particularly in early morning, evening, nighttime, and weekend hours, transit vehicles may cause significantly more noise than ambient noise levels..
- (6) The outdoor spaces of residentially zoned areas should be considered FTA Category 1—a space where quiet is an essential element of their purpose.
- (7) The environmental analysis needs to include analysis of the cumulative impacts of other vehicles (not deployed as part of the SDP) and those deployed as part of the SDP. For example, AC Transit implemented transbay service changes a few days ago. Transbay service overlaps local lines (for example, Line H overlaps Line 9) and uses 50-foot transit vehicles, which have greater noise, air quality, and safety impacts.

We hope that you will work towards providing clean, quiet, efficient, attractive transit service. We know that it can be done.

Sincerely,

Livable Streets Network

cc: Board of Directors  
Ken Rhodes

RECEIVED

3/7/2006

MAR 13 2006

DISTRICT SECRETARY'S  
OFFICE

Dear Alameda County Transit  
People;

Please keep the #15 line.  
It is some people's only  
access to downtown  
Berkeley and Oakland.

People who are older  
or disabled cannot walk  
to BART at Ashby or  
other Alameda County Bus  
Lines.

So please keep this bus  
line.

Sincerely,  
Kate McCabe



RECEIVED

cc: Board of Directors  
Ken Rhodes

①

MAR 13 2006

DISTRICT SECRETARY'S  
OFFICE

3-20-06

To act transit Board of directors  
I am writing to you that I  
been riding act transit over  
30 years or so now. and I  
hear now you want to change  
the buses & route now. and  
I think its. Very crazy to do.  
its always something every  
time. I turn around the  
72 is the main line I take  
from del Norte bus station.  
to Hill top mall and now you  
want to change it. and the  
20 71 72 72R. I gotten use  
to the 72R it gets me to where  
I need to go and now you  
are changing it to. I don't  
think its fair to the public  
we have to pay these high  
bus fares, and we deserve  
a better bus services than  
what we are getting now.

Every 2 years you seems  
to go up & up and now  
you are changing everything  
I am very upset of  
these changes. You are  
keeping every body confuse  
even your own drivers.  
and you cause yourself  
trying to make improvements  
I don't see where on  
earth how you always  
say you don't have enough  
money to run it why  
are buying buses that  
you don't need and the  
Raised bus the seats  
are to high to get on.  
and its hard for seniors  
and Disabled people to  
get on and off then  
you have drivers that  
have a bad attitude.  
and some are real nice  
so I am letting you know  
I am voicing my opinion.

③

On how I really feel  
we have to take these  
buses you don't you are  
sitting in your Offices  
and don't know nothing  
about what's going on.  
if you change the routes  
and bus lines we need  
better services and that  
mean put more time on them  
you have the buses running  
a hour on the hour on  
weekends & holidays and  
that's bad enough and  
we shouldn't have to  
pay high prices for the  
buses or nothing else I  
am speaking on the be-  
half of the public to. it  
don't makes sense at  
all. it's always something  
with a transit and.

you to improve on  
all lot of things. to  
the services and the  
waiting time to and on  
the behalf of seniors and  
disabled people who can't  
walk or stand up to  
long for them to be waiting  
for a bus. and it seems  
you don't really care  
about the public or  
anything. and all  
you think about is  
money. so you always  
raising fares or changing  
lines which is crazy  
to you never rode a  
bus in your life you  
don't know what's  
happening out there.

I hope you love to  
your senses before  
you make a charge.

I am so very upset  
with actransit +

(5)

and Board of the directors  
it seems over the years  
you have gotten worse  
since I been riding a  
transit I am a regular  
rider and now you  
decide to some major  
charging again and  
its not right or fair  
to the public either we  
dont deserve this at  
all we get used to one  
thing then up you charge  
you have gotten out of  
hand with this. you  
dont know what it  
is to be riding buses  
to and from and have  
to wait so long for buses  
and now you want to  
mess things up by doing  
all these charges.

and I am Over to  
happy about this at  
all. I rely on a  
transit to take me  
where I need to go.  
and now here it is  
again to charge. you  
are going to lose a  
lot of money. people  
are getting tired of  
the bus services and  
fares always going up.  
and I need the bus  
because I can't drive  
I have a disabled. I  
suffer from arthritis &  
Carpal tunnel in hands  
wrist & neck to. so  
its hard for people like  
me who can't use their  
hands. so you should  
take everything as a  
consideration.

From Carmen McLeod  
Regular bus rider

**Linda Nemeroff**

---

**From:** Milton Hare  
**Sent:** Wednesday, March 08, 2006 8:32 AM  
**To:** Robert Del Rosario  
**Subject:** FW: Planning Focus: West Contra Costa County Service Plan

---

**From:** Kelly Micka [mailto:micka.kelly@gene.com]  
**Sent:** Friday, February 24, 2006 10:37 AM  
**To:** Planning  
**Subject:** Planning Focus: West Contra Costa County Service Plan

Hi,

**A couple years ago WestCAT had a bus line that ran through the Carriage Hills area of Richmond/El Sobrante, but that was cut. It was replaced by AC Transit's line 74, which doesn't go up Castro Ranch Road all the way into Carriage Hills. Are there any plans in the works to bring back a bus line to this area? It is definitely needed, if only M-F during commute hours as we currently have nothing in place and if we want to take public transportation, we have to walk down (or up) a hill for about a mile that is very unsafe with no sidewalks. Please let me know.**

Thank you,

-Kelly M.

3/15/2006

## Robert Del Rosario

---

**From:** delvonne mims [vonne\_maine\_line@hotmail.com]  
**Sent:** Friday, March 17, 2006 9:15 AM  
**To:** Planning  
**Subject:** Line 70, 71

Hello my concern is about the 70 and the 71 so since the bus is not going to be coming up in the to Hilltop Green in the morning what bus will come up there to go to Contra Costa College?.

---

On the road to retirement? Check out MSN Life Events for advice on how to get there! <http://lifeevents.msn.com/category.aspx?cid=Retirement>



**Robert Del Rosario**

---

**From:** Milton Hare  
**Sent:** Tuesday, March 14, 2006 9:14 AM  
**To:** Robert Del Rosario  
**Cc:** Sean DiestLorgion  
**Subject:** FW: March 22 '06 - Public Hearings

---

**From:** Ninh N. [mailto:ninhjya@hotmail.com]  
**Sent:** Friday, March 10, 2006 1:03 PM  
**To:** Planning  
**Subject:** March 22 '06 - Public Hearings

To whom it may concern:

I write the message about the change & suggestion:

1- 50 Line bus go pass Bay Farm Island: need change to pass the road "Maildland & Melrose Ave" very hours, then turn to McCartney Rd..., instead go Island Drive and turn McCartney Rd and Alameda Ferry.

2- 19 Line Bus should change 20 Minute on Commute Hours instead 30'.

3- Should not buy any bus look like "Bus of the year 2003 & 2004. They are very poor disered, not safe for customer and the driver too.

4- 51 Line Bus not run very good on the Commute Hours: In the Morning is "OK", but between 5P - 6PM not run on-time, most the time have to wait 1/2hrs or more.... please sent supervisor to check...

5- OX Line Bus should 15' on the Communte Hours, Pick up people from SF go Bay Island Land In the Morning, not only pickup in the afternon...

Sincerely,

N N.

**Keep your eyes closed. Begin to think of what would truly make you happy."vision video"**

**- Repeat this sentence: "My deepest happiness that I would like to see manifested at this time is....." only that dream is Humanity.**

March 22, 2006

Re: SDP IS/ND

Dear AC Transit:

Please take steps to eliminate the following two sources of noise associated with AC Transit service:

- (1) Some transit vehicles have noisy, high-pitched turn signals. These are capable of piercing buildings and are essentially like "alarms" - louder than my alarm clock!
- (2) Some transit vehicles cause vibrations that set off car alarms of parked vehicles. Because it is on-street parking with turn-over of drivers, it is difficult for residents to ask every driver to adjust his/her car alarm. By the way, I am in favor of allowing on-street parking.

Thank you

Kate Nichol  
1430 Hopkins St.  
Berkeley, CA 94702

**Robert Del Rosario**

---

**From:** japollock2@netzero.net

**Sent:** Saturday, March 18, 2006 1:28 PM

**To:** Planning

let the 70 and 71 run to hilltop green, students, parents and the elderly use these lines everyday

thank you

j pollock

**Linda Nemeroff**

**From:** Robert Del Rosario  
**Sent:** Wednesday, March 22, 2006 2:26 PM  
**To:** Rose Martinez; Linda Nemeroff  
**Cc:** Ken Scheidig  
**Subject:** FW: AC Transit Public Comment Period Ends March 22nd  
**Importance:** High

One more on the buses...

-----Original Message-----

**From:** Anthony Bruzzone  
**Sent:** Wednesday, March 22, 2006 12:29 PM  
**To:** Robert Del Rosario  
**Subject:** FW: AC Transit Public Comment Period Ends March 22nd  
**Importance:** High

**Anthony Bruzzone**  
**Manager, Service and Operations Planning**  
**AC Transit**  
**510-891-7175**  
**510-891-4874 (fax)**

-----Original Message-----

**From:** Franziska Raedeker [mailto:fraedeker@alumni.haas.org]  
**Sent:** Wednesday, March 22, 2006 12:13 PM  
**To:** Anthony Bruzzone  
**Cc:** Johannes Raedeker; Greg & Julia Kurtzer; Bob & Adele Levin; Rabbi Michael Lerner; Sangwei Lu & Fenyong Liu; Percy & Brocha Tannenbaum; Ken Sonoda; John & Betty Stanford; Farook Afsari; Drew Di Genova; David Habu; Bill & Dorothy & Will Clemens; Barry Silverblatt & Angela Botelho; Barbara Hodovan; Roger & Pat Crawford; Sherry Katz & Dr. John Balmes; Noel & Yin Marsh; Barbara Korta  
**Subject:** Re: AC Transit Public Comment Period Ends March 22nd  
**Importance:** High

Dear Mr. Bruzzone and AC Transit officials,

My husband and I couldn't find the plans for the "initial study" online, but would like to make our opinion heard in conjunction with today's meetings.

- As 13-year Berkeley residents, of which 8 on the AC Transit 67 line, we want to advocate for AC Transit to use the smallest, quietest, and most environmentally friendly buses possible for this hills area.
- The old buses have been emitting high levels of unpleasant and very likely carcinogenic exhausts, are noisy traveling up- and downhill, even with the improved street surface on Spruce, are too big to safely navigate the smaller sider streets on their route, and have been more than half-empty 90% of the time.
- The newer buses tested a few weeks ago seem to be somewhat quieter and their emissions less visible, but they still are way oversized for the route they are going and for the number of passengers they usually carry.

We'd like to encourage the decisionmakers to continue looking into "right-sizing" the bus types for the route and passenger load (maybe vary by time of day?), and to strive for the lowest possible emissions levels. Any

3/28/2006

completed environmental report should be shared with the neighbors in a timely and easily accessible format.

For AC Transit, the city and the neighbors, this is our chance to "get it right" for the next generation - we urge AC Transit to do its part!

Sincerely,

Franziska & Johannes Raedeker  
925 Spruce Street  
Berkeley

— Original Message —

From: [Livable Streets Network](#)

To: [Livable Streets Network](#)

Sent: Thursday, March 16, 2006 2:25 PM

Subject: AC Transit Public Comment Period Ends March 22nd

AC Transit has been required to receive additional public comment (pursuant to "CEQA" –the California Environmental Quality Act) on the District's use of diesel transit vehicles and on the route & schedule changes made by the 2003 Service Deployment Plan and 2002 Fleet Composition Plan. Please send comments via email to the planner in charge of the project, Anthony Bruzzone, [abruzzo@actransit.org](mailto:abruzzo@actransit.org). and/or attend one of the public hearing times (March 22nd 3 p.m. or 6 p.m.) Written comments received by 5 p.m. Monday, March 20th, will be compiled by AC Transit staff for the Board. AC Transit's new "initial study" is available at [www.actransit.org](http://www.actransit.org) The web site also includes links for public comment.

If you have questions or comments about this email, you may wish to reply to this email or to contact Kate Nichol at 510/526-2776.

Berkeley Daily Planet, March 14, 2006, pg. 2

## AC Transit Taking Comments on Bus Service

By: Suzanne LaBarre

The Alameda-Contra Costa Transit District will hold public hearings next Wednesday, March 22, on bus and service changes in North Alameda and West Contra Costa counties.

The public will have the opportunity to weigh in on major AC Transit policy, including the Service Deployment Plan and the Fleet Composition Plan.

The Service Deployment Plan is a long-range plan that defines bus routes and schedules in the East Bay. Service changes were implemented in 2003 that affect Berkeley, Albany, San Pablo, Richmond and El Cerrito.

The Fleet Composition Plan called for diesel buses to replace gasoline-powered vans.

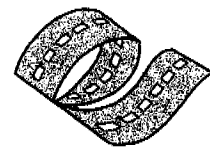
Changes put forth by both plans already went into effect in 2003, but because of a lawsuit filed by community groups, AC Transit was ordered to draft additional impact reports.

Livable Streets Network, an ad hoc group based in Berkeley, and Neighbors Against Big Diesel challenged AC Transit in court after the agency adopted a draft initial study/negative declaration for the Service Deployment Plan without adequate public notice. The suit also calls for AC Transit to study the environmental impacts of the Fleet Composition Plan.

Comments on the plans are accepted online at [www.actransit.org](http://www.actransit.org) through March 22, or at the hearings, slated for 3 p.m. and 6 p.m., at the AC Transit General Offices, 1600 Franklin St., in Oakland.

3/28/2006

EMERYVILLE TRANSPORTATION MANAGEMENT ASSOCIATION



300 67th Street  
Emeryville CA 94608  
Telephone 510-451-3862  
Fax 510-465-6637

March 14, 2006

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

Re: Line 19 Re-routing in Emeryville

Thank you for the opportunity to comment about the possible re-routing of AC Transit's Line 19 in Emeryville.

This is a service change worthy of further consideration for the future. Amtrak traffic is increasing and a new Transit Center is envisioned; when Emeryville's pedestrian bridge to Bay Street is constructed, this will offer transit users and pedestrians an important alternate route.

Because the Transit Center, pedestrian over-crossing and the project at Sherwin Williams site are still in the planning stages, it is important that they are developed with sufficient detail to ensure the success of a major bus line running along Horton Street – and the City's commitment for Horton Street to become a major arterial, making whatever changes to the roadway, signals, etc., this requires. Convenient connections to both the land bridge and Transit Center/transfer center are critical, as are roadways and amenities that will support bus and pedestrian travel.

May I suggest considering a possible reconfiguration of Line 19 in Emeryville, as well as looking at how the existing Hollis corridor might be made more "bus-oriented" with good connections from Hollis to these new developments? It is in everyone's best interest for the Line 19 to be well-utilized both by the Emeryville community and by people traveling into the city.

Please don't hesitate to call me if you have any questions. Thank you.

Cordially,

Wendy Silvani  
Executive Director

James E. Gillery, Jr.  
Plant Manager  
San Francisco Bulk Mail Center



March 20, 2006

TO: AC Public Hearing/Service Changes

SUBJECT: #43 Bus – El Cerrito, Albany, Berkeley

I am responding to your proposed service change on the #43 bus line to discontinue service to Pt. Isabel.

There are employees that use the #43 bus to go to the US Postal Service, SF Bulk Center, before going to Pt. Isabel, also, there are only 4 scheduled stops in the afternoon that are suppose to go back to the El Cerrito bart station.

In many cases, this is the only means of transportation to and from work for our postal employees. If this service is discontinued these employees will have no transportation to and from work.

The need for this service grows considerably during our high volume season (Aug.- Dec.) This is due to the majority of our temporary employees rely on public transportation as the only means to maintain employment.

We sincerely hope that you consider our problem and will continue to provide us with public transportation.

*Belinda Sterling*  
Belinda Sterling,  
Manager In-Plant Support, SFBMC





**Robert Del Rosario**

---

**From:** taye stevens [taye321@yahoo.com]

**Sent:** Sunday, March 19, 2006 12:12 AM

**To:** Planning

**Subject:** 70 and 71 bus line

hello i am writing this e-mail to ask that the 70 and 71 remain the same or at least keep a bus running normally in and out of hilltop green. i live there and i need away to get around not to mention a guaranteed way to school every morning so please keep these lines. thank you.

---

Yahoo! Mail

Bring photos to life! [New PhotoMail](#) makes sharing a breeze.

## Linda Nemeroff

**From:** Milton Hare  
**Sent:** Wednesday, March 08, 2006 8:31 AM  
**To:** Robert Del Rosario  
**Subject:** FW: proposed service changes - March 22, 2006 meeting

---

**From:** Deanna Soe [mailto:deedee2425@iwon.com]  
**Sent:** Saturday, March 04, 2006 9:31 AM  
**To:** Planning  
**Subject:** proposed service changes - March 22, 2006 meeting

**References:** Public Hearings: Service Deployment Plan  
West Contra Costa County Service Plan

### SERVICE IMPROVEMENTS:

#### Bus 9

Changes were made to the Bus 9. The route now terminates at the Berkeley Marina. I believe service would be improved if the route reverted to the previous termination -- ending at 4th Street and University Avenue. Also, the route to the Berkeley Marina is more circuitous now, so having the 51 travel to the Berkeley Marina is more logical.

#### Buses 15/43/79 - Point Isabel, Richmond

There have been many changes since the Key Route days, but am willing to go with the new flow, I think, if improved or logical.

I will miss the Bus 15 coming as far as Solano Avenue, and I will miss the Bus 43 going to Costco at Point Isabel. Buses 43 and 79 come the closest to Costco and mail center. After studying various maps and bus routes (written on brochure), I suggest that the new bus line 79 travel into Point Isabel (daytime bus stops) before traveling on I-580 North; and loop into Point Isabel before traveling to the El Cerrito Plaza. In addition to serving the Point Isabel area, driving (traffic) conditions would be easier/better on the bus drivers.

I notice that there are no maps showing the old/deleted and new/changed routes on the brochures. These visual picture would have been a help to those who aren't proficient readers.



6 New IWon Prizes up for grabs - click here!

## 5.0 LIST OF PREPARERS

### 5.1 Lead Agency

#### 5.1.1 Alameda Contra Costa Transit District

|                     |                           |
|---------------------|---------------------------|
| Rick Fernandez      | General Manager           |
| Kenneth C. Scheidig | General Counsel           |
| Anthony Bruzzone    | Manager, Special Projects |

### 5.2 Environmental Consultant

#### 5.2.1 CHS Consulting Group

|   |  |
|---|--|
| Chi-Hsin Shao, ACIP, T.E.   | Principal  |
| Debra Jones, M.S., Transportation Engineering                     | Project Manager                                    |
| Maryann Hulsman, B.S., Environmental Policy Analysis and Planning | Project Coordinator, Geology, Soils and Seismicity |
| Joy Bhattacharya, P.E., P.T.O.E                                   | Transportation/Traffic                             |
| Ben Mitrsonkroh, P.E.   | Transportation/Traffic                             |

#### 5.2.2 ATS Consulting, LLC

|   |                     |
|---|---------------------|
| Hugh Saurenman, Ph.D., P.E.                       | Noise and Vibration |
| Darren Nielson, B.S, Environmental Studies, M.B.A | Noise and Vibration |

#### 5.2.3 Don Ballanti, Certified Consulting Meteorologist

|  |             |
|--|-------------|
| Don Ballanti, Certified Consulting Meteorologist | Air Quality |
|--|-------------|

#### 5.2.4 *Jones & Stokes Associates*

|  |                             |
|--|-----------------------------|
| J. Stephen Brooks, Bachelor of Environmental Design                      | Principal                   |
| Keturah Anderson, B.S., Recreation, Parks & Natural Resources Management | Project Manager             |
| David Byrd, M.A. History   | Cultural Resources          |
| Jessica Cook, M.S., Botany & Plant Pathology                             | Biological Resources        |
| Kathryn Gaffney, MLA, Landscape Architecture                             | Hydrology and Water Quality |
| Joel Gerwein, Ph.D., Environmental Biology                               | Biological Resources        |
| Michael Murrell-Stevenson, M.S., Environmental Science                   | Hydrology and Water Quality |
| William Widdowson, B.S., Wildlife Biology                                | Biological Resources        |

**5.0 List of Preparers ..... 1**

5.1 LEAD AGENCY 1

5.1.1 Alameda Contra Costa Transit District..... 1

5.2 ENVIRONMENTAL CONSULTANT 1

5.2.1 CHS Consulting Group..... 1

5.2.2 ATS Consulting, LLC..... 1

5.2.3 Don Ballanti, Certified Consulting Meteorologist..... 1

5.2.4 Jones & Stokes Associates ..... 2

Acronyms  
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|            |  |          |
|------------|--|----------|
| <b>5.0</b> | <b>List of Preparers .....</b>                               | <b>1</b> |
| 5.1        | <b>LEAD AGENCY</b>   | <b>1</b> |
| 5.1.1      | <i>Alameda Contra Costa Transit District.....</i>            | <i>1</i> |
| 5.2        | <b>ENVIRONMENTAL CONSULTANT</b>                              | <b>1</b> |
| 5.2.1      | <i>CHS Consulting Group.....</i>                             | <i>1</i> |
| 5.2.2      | <i>ATS Consulting, LLC.....</i>                              | <i>1</i> |
| 5.2.3      | <i>Don Ballanti, Certified Consulting Meteorologist.....</i> | <i>1</i> |
| 5.2.4      | <i>Jones &amp; Stokes Associates .....</i>                   | <i>2</i> |

Acronyms

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**PROPOSED SERVICE DEVELOPMENT PLAN PHASE II**

| Line Number | Change in routing     |                       |                          | Description   | Frequency | Current Status   |
|-------------|-----------------------|-----------------------|--------------------------|---|-----------|--|
|             | More Frequent Service | Less Frequent Service | All/Portion Discontinued |   |           |  |
| 6/6A        |                       |                       | ●                        | All or portions of route were discontinued. Line 6 discontinued on Ashby Avenue in Berkeley and 40th Street. Some portions incorporated into rerouted Line 9 and into new Line 19, or covered by existing Line 57.  | N/A       | Implemented  |
| 8           |                       |                       | ●                        | All or portions of route in Berkeley Hills discontinued, with portions covered by Line 65.  | N/A       | Implemented  |
| 9           | ●                     | ●                     | ●                        | New service operating on Gilman Street, Shattuck Avenue, Dwight Way, 7th Street, Ashby Avenue in Berkeley to Claremont District. Existing line combined with portions of Line 65 and Line 6, with new terminals at Claremont and Ashby Avenues, and Berkeley Marina. Service on route extended by one hour in the evening and frequency reduced from 15 minutes to 20 minutes. Service on Sacramento Street to North Berkeley BART Station discontinued.  | 20        | Implemented  |
| 11          |                       |                       | ●                        | Frequencies on peak hour route reduced from 15 minutes to 20 minutes.   | 20/30     | Implemented  |
| 12          | ●                     |                       | ●                        | Route changed to provide new terminal in downtown Oakland at 11th and Jefferson streets; route segment to Alameda incorporated into new Line 19.  | 20/30     | Implemented  |
| 13          | ●                     |                       |                          | Route extended along 14th Street to Wood Street, 12th Street, and Mandela Parkway, incorporating discontinued portion of Line 62.   | 20        | Implemented  |
| 14          | ●                     |                       |                          | Service rerouted in downtown Oakland to operate on 14th Street instead of 11th and 12th streets between Adeline Street and 1st Avenue.  | 15/30     | Implemented  |
| 17          | ●                     |                       | ●                        | Service rerouted to stay on Keith Avenue to Broadway in Oakland with segment along Presley Way, Chabot Road, and Patton Street discontinued.  | 30/60     | Service discontinued   |
| 42          |                       |                       | ●                        | All or portions of route from Oakland to Alameda discontinued, with portions incorporated into new Line 19.   | N/A       | Implemented  |
| 49/49M      | ●                     |                       |                          | Service rerouted to operate from Fruitvale BART via the Fruitvale Avenue Bridge and Fernside Drive to High Street, incorporating discontinued portion of Line 51.   | 15/30     | Service discontinued   |
| 50          | ●                     |                       | ●                        | Route changed to operate in downtown Oakland via Franklin Street, 12th Street, and Martin Luther King, Jr. Way, to new terminal on 11th Street at Jefferson Street; return trip to Alameda from downtown Oakland changed to operate via Broadway, 7th Street, and Webster Street.   | 30        | Service changed to cover Fruitvale BART, High, Otis, Bay Farm Island, Oakland Airport, Hegenberger, 73rd, Eastmont, Macarthur, 159th and Bayfair; service replaced portions of lines 57 and 58 |
| 51          | ●                     |                       | ●                        | Route changed to provide new terminals at 3rd Street and University Avenue in Berkeley, and Broadway and Blanding Street in Alameda. Service which was formerly provided to the Berkeley Marina was incorporated into Line 9; Segments that operated on San Jose Avenue, High Street, and Fernside Boulevard in Alameda discontinued.   | 8/20      | Implemented  |
| 52          |                       |                       | ●                        | Midday service on route discontinued, with new service hours between 8:30am and 9:30am, and 4:30pm and 6:00pm; service north of University Village discontinued.  | 30        | Implemented  |
| 52L         | ●                     |                       | ●                        | Routing around campus changed to match Line 52, with two-way service around campus; service operating north of University Village discontinued.   | 15/30     | Implemented  |
| 53/53A      | ●                     |                       | ●                        | Route changed with Line 53A incorporated into Line 53, and new terminals located at Fruitvale BART Station, and Lyman and Tiffin Roads in Oakland. Service along Lincoln Avenue to Chabot Space and Science Center discontinued.  | 15        | Implemented  |
| 58          | ●                     |                       |                          | Route extended to serve Oakland Amtrak Station, replacing service provided by Lines 72 and 73.  | 10/20     | Service discontinued; replaced with NL   |
| 59/59A      | ●                     | ●                     | ●                        | Service rerouted to operate from Rockridge BART to Montclair, incorporating portion of discontinued Line 64. Route continues to Lake Merritt BART via "Pill Hill" medical offices in Oakland; Harbord Drive portion of route discontinued, as well as service on Thornhill Drive, and all service south of Lake Merritt BART. Every other trip served either Golden Gate Avenue and Acacia Avenue as Line 59A or remained on Broadway Terrace as Line 59. | 60        | Implemented  |

|                  |   |  |   |  |       |  |
|------------------|---|--|---|--|-------|--|
| 62               | ● |  | ● | Service rerouted to stay on 7th/8th streets west of Broadway, terminating at West Oakland BART Station; discontinued portion of route along Wood Street and 12th Street was incorporated into extension of Line 13; discontinued route segment along Peralta Street, 7th Street, Union Street, 10th Street, and 11th/12th streets incorporated into new Line 19.   | 30    | Implemented  |
| 63               | ● |  |   | Line rerouted via High Street and Encinal Avenue to Broadway, rather than Otis Drive to Broadway, to incorporate discontinued portion of Line 51. Limited-route weekend service added on Bay Farm Island to operate between 6:30am and 8:30pm via Robert Davey Jr. Drive, Aughinbaugh Way, Macartney Road, Maitland Drive, and Island Drive to Park Street and Encinal Avenue.   | 30    | Implemented; service to Bay Farm Island covered by Line 50                           |
| 64               |   |  | ● | All or portions of route from Rockridge to Berkeley discontinued, with portion between Rockridge BART and Montclair incorporated into Line 59.   | N/A   | Implemented  |
| 65               | ● |  | ● | Route shortened to operate from Downtown Berkeley BART Station to Berkeley hills. Every other weekday trip operated on 30-minute frequencies, and serve Lawrence Hall of Science via Euclid Avenue and Grizzly Peak Boulevard, or Senior Avenue, Campus Drive and Shasta Drive. Weekend trips would operate to LHS with 60-minute frequency; service previously provided along Dwight Way incorporated into Line 9. Frequencies on route reduced from 20-30 minutes to 30 minutes on weekdays and from 30 minutes to 60 minutes on weekends. | 30/60 | Implemented  |
| 67               | ● |  | ● | Route shortened to operate from Downtown Berkeley BART Station to Spruce Street and Grizzly Peak Boulevard. Direct service between North Berkeley BART Station and downtown Berkeley discontinued. Weekday service extended by one hour in the evening. Weekend trips continue to serve Tilden Regional Park. Return trips rerouted via Beloit Avenue and Vassar Avenue; segment of route between Terrace Drive/ Moeser Lane and North Berkeley BART discontinued, and incorporated into new Line 21.  | 30/60 | Implemented  |
| 72               | ● |  | ● | Route operated from central Richmond to downtown Oakland. At its northern end, line rerouted via Robert Miller Drive to Hilltop Mall, and new southern terminal added at 2nd Street and Broadway in downtown Oakland. Service to Oakland Amtrak Station replaced by Line 58. In Richmond, Birmingham Drive route segment incorporated into Line 76.  | 30    | Implemented; southern terminal at Oakland Amtrak Station with elimination of Line 58 |
| 72L              |   |  | ● | Variation of Line 72 with limited stop service along San Pablo Avenue; service changed to provide greater frequency, as well as change in service hours, by being redesignated as Line 72R and upgraded  | N/A   | Implemented  |
| 73               |   |  | ● | Route re-designated as Line 72M.   | N/A   | Implemented  |
| 76               | ● |  | ● | Route extended to serve Hilltop Mall via Birmingham Drive in Richmond. Service to the Leroy Heights in Richmond discontinued.  | 30/60 | Implemented  |
| 82/82L           | ● |  | ● | Service rerouted via 11th /12th streets in downtown Oakland instead of 14th Street, with new northern terminal at 11th and Jefferson streets. Service in West Oakland discontinued, and served by Lines 13, 19, and 62   | 12/20 | Implemented  |
| 88               | ● |  | ● | Service rerouted via market Street and 11th /12th streets in downtown Oakland. Segments along 18th Street and Broadway discontinued; new southern terminal added at Lake Merritt BART Station.   | 20    | Implemented  |
| 91               |   |  | ● | Schedule adjustment between 5:30pm and 7:30pm on southbound trips from Hayward BART to Chabot College  | 30    | Implemented  |
| 315              | ● |  |   | New terminal in downtown Oakland at 11th and Jefferson streets added to route.   | 60    | Service discontinued   |
| 325              |   |  | ● | Service to City of Alameda ferry terminal discontinued, and now served by Line 50  | N/A   | Implemented; ferry terminal served by Line 63  |
| 354              |   |  | ● | Service from Fruitvale BART Station to Super Kmart store located on Alameda Avenue in Oakland discontinued. All trips on route re-designated as Line 54  | 60    | Implemented  |
| A                | ● |  |   | New terminal in downtown Oakland at 11th and Jefferson streets added to route.   | 60    | Service discontinued   |
| F                | ● |  | ● | All trips rerouted via Adeline Street, Market Street, 40th Street, and Shellmound Street; service discontinued from Market Street/40th Street to West Grand Avenue.  | 30    | Implemented  |
| <b>NEW LINES</b> |   |  |   |  |       |  |
| 19               |   |  |   | New route established new service from Alameda to west Berkeley via Buena Vista Avenue, downtown Oakland, 7th Street, Peralta Street, Hollis Street, 7th Street, University Avenue to the North Berkeley BART Station from downtown Oakland; route travels to Alameda via the Posey/Webster Tube and Buena Vista Avenue, terminating at Fruitvale BART Station.  | 30    | Implemented  |
| 21               |   |  |   | New route that provided service during morning and afternoon peak hours from North Berkeley BART Station to El Cerrito; service replaced portion of Line 67 between North Berkeley BART and Terrace Drive/Moeser Lane in El Cerrito.   | 40    | Service discontinued   |

|     |  |   |    |  |
|-----|--|---|----|--|
| 72M |  | New route formerly known as Line 73; redesignated as Line 72M, and a new southern terminal at 2nd Street and Broadway in downtown Oakland; service to Oakland Amtrak replaced by Line 58  | 30 | Implemented; southern terminal at Oakland Amtrak Station with elimination of Line 58 |
| 72R |  | New "San Pablo Rapid" replaced Line 72L; route offered faster service from Contra Costa College to Jack London Square via San Pablo Avenue, with fewer stops, 12-minute frequencies, and service from 6am to 7pm weekdays. New 60-foot articulated buses deployed on route. | 12 | Implemented with 40-foot Van Hool buses  |

**PROPOSED WEST COUNTY SERVICE PLAN WITH MODIFICATIONS FROM 3/22/06 PUBLIC HEARING**

| <i>Line Number</i> | Change in routing | More Frequent Service | All/Portion Discontinued | Description  | Frequency | Phase of Implementation |
|--------------------|-------------------|-----------------------|--------------------------|--|-----------|-------------------------|
| 15                 |                   |                       | ●                        | Would terminate all 15s in Downtown Berkeley at University Crescent Loop; deleted portion covered by new Line 79   | 20        | Phase 1                 |
| 19                 | ●                 |                       | ●                        | Would reroute Line 19 from 6th & University to Downtown Berkeley BART via 6th Street; right on Cedar; right on Shattuck; stop at Shattuck & Allston; line will no longer go to North Berkeley BART via University. In Phase 2 of implementation (dependent upon available funding), The District will examine the feasibility of re-routing the line from Hollis Street to Horton Street in Emeryville to serve the Amtrak Station and future public access to the Bay Street Shopping Center.   | 30        | Phase 1 & 2             |
| 43                 | ●                 |                       | ●                        | Would reroute Line 43 from San Pablo & Buchanan to Jackson & Buchanan in UC Village via San Pablo; right on Monroe; right on Jackson. On return trip from Jackson & Buchanan, right on Buchanan; left on San Pablo; proceed with regular route. Discontinue service to Pt. Isabel.   | 15        | Phase 1                 |
| 52                 |                   |                       | ●                        | Would discontinue Line 52; service provided by Line 52L.   | N/A       | Phase 1                 |
| 52L                | ●                 |                       |                          | Would extend 52L from UC Village to El Cerrito Plaza BART via left on Jackson; left on Buchanan; right on Pierce; right on Central; right on San Pablo; left on Fairmount; left into El Cerrito Plaza BART. Limited service to Pt. Isabel to serve Bulk Mail Facility and Costco employees.  | 15        | Phase 1                 |
| 70                 | ●                 |                       |                          | Would Extend Line 70 from Richmond Parkway Transit Center to CCC via right existing Line 71 route. Discontinue segment of Line 70 from RPTC to Hilltop Green via Blume, Hilltop, Park Central, Parkway, and Fairway and run with supplemental school service during commute hours.   | 30        | Phase 1                 |
| 71                 | ●                 |                       | ●                        | Would reroute Line 71 from CCC to Hilltop Mall to Richmond Parkway Transit Center via right on College Lane; right on San Pablo; right on Lancaster; left on Aberdeen; left on Lancaster; right on Birmingham; left on Shane; left on Hilltop Mall Road; right into Hilltop Mall; left on Hilltop Mall Road; right on Klose; left on Blume; right into Richmond Parkway Transit Center. Discontinue segment of Line 71 from CCC to Richmond Parkway Transit Center via Broadway, Giant, and Atlas and add to Line 70.  | 30        | Phase 1                 |
| 72                 | ●                 | ●                     | ●                        | Would extend 72 Local from CCC to Richmond Parkway Transit Center via right on San Pablo; left on Hilltop Drive; right on Richmond Parkway; right on Blume; left into Richmond Parkway Transit Center. Increase frequency to 15 minutes.   | 15        | Phase 2                 |
| 72M                |                   |                       | ●                        | Would discontinue Line 72M and add frequency to 72 Local   | N/A       | Phase 2                 |
| 72R                | ●                 |                       |                          | Would extend 72R to from CCC to Richmond Parkway Transit Center via right on San Pablo; right on Robert Miller; right on Hilltop Mall Rd; left into Hilltop Mall; left on Hilltop Mall Rd; right on Klose; right on Blume; right into Richmond Parkway Transit Center. Add two Rapid stops at Hilltop Mall and Richmond Parkway Transit Center.  | 12        | Phase 2                 |
| 74                 |                   |                       | ●                        | Would terminate 74 at Richmond BART; discontinued service provided by new Line 79.   | 30        | Phase 2                 |
| 76                 | ●                 | ●                     | ●                        | Would extend Line 76 from Hilltop Mall to Richmond Parkway Transit Center via right on Hilltop Mall Rd; left on Klose; right on Blume; right into Richmond Parkway Transit Center; discontinue segment of Line 76 from CCC to Hilltop Mall via Shane and Birmingham. Weekend service frequency will increase from 60 minutes to 30 minutes.  | 30        | Phase 1                 |
| 376                | ●                 |                       | ●                        | Would Discontinue segment of 376 from Macdonald to CCC via 23rd, Rheem, Vale, San Pablo, I-80, El Portal.  | 30        | Phase 1                 |
| GGT 40/42          | ●                 |                       | ●                        | Would reroute 40/42 from Richmond/San Rafael Bridge to Del Norte BART via Macdonald Av.  | 30        | Phase 2                 |
| <b>NEW LINES</b>   |                   |                       |                          |  |           |                         |
| 68                 |                   |                       |                          | Would reinstate service from Richmond BART to Del Norte BART via left on Macdonald; right on 23rd; right on Garvin; left on San Pablo; right on McBryde; right on Arlington; right on Cutting; left into Del Norte BART.   | 30        | Phase 2                 |
| 73                 |                   |                       |                          | New line that would travel from Del Norte BART to Richmond BART to Pt. Richmond via Macdonald.   | 30        | Phase 2                 |
| 79                 |                   |                       |                          | New line that would travel from Downtown Berkeley to El Cerrito Plaza BART via old 15 route with during Phase 1 implementation in August 2006. In Phase 2 of implementation (dependent upon available funds) bus will travel from Plaza BART to Marina Bay and Richmond BART via left on Central; right on I-580 North; left on Bayview; right on Meade; left on Regatta; left on Marina Way South; right on Hall; right on Harbour Way South; right on Wright; right on S. 19th; left on Meeker; left on Marina Bay to 23rd; left on Macdonald; right into Richmond BART. | 30        | Phase 1 & 2             |

**AC TRANSIT  
BOARD OF DIRECTORS  
RESOLUTION NO. 06-013**

**A RESOLUTION APPROVING THE ADOPTION OF THE INITIAL STUDY/NEGATIVE DECLARATION PREPARED FOR THE ALAMEDA-CONTRA COSTA TRANSIT DISTRICT SERVICE DEPLOYMENT PLAN, PHASE 2 (NORTH ALAMEDA COUNTY/WEST CONTRA COSTA COUNTY), THE WEST CONTRA COSTA SERVICE PLAN AND THE FLEET COMPOSITION PLAN; THE SERVICE DEPLOYMENT PLAN FOR NORTH ALAMEDA COUNTY; THE WEST CONTRA COSTA SERVICE PLAN AND AUTHORIZING ITS PHASED IMPLEMENTATION; THE FLEET COMPOSITION PLAN'S REPLACEMENT OF GASOLINE POWERED VANS WITH DIESEL BUSES; AND AUTHORIZING THE FILING OF A NOTICE OF DETERMINATION AND CALIFORNIA DEPARTMENT OF FISH AND GAME CERTIFICATE OF FEE EXEMPTION**

WHEREAS, on June 20, 2002, the District Board of Directors (the Board), after approving a Negative Declaration, approved the Alameda-Contra Costa Transit District Service Deployment Plan (the Plan), consisting of phased changes to the local transit network in Special Transit District One; and

WHEREAS, the initial phase of the Plan was approved for service modifications in Central Alameda County, after which staff decided to proceed with service modifications for North Alameda County and West Contra Costa County; and

WHEREAS, on February 6, 2003 the Board adopted Resolution No. 2082 approving the North Alameda/West Contra Costa Phase of the Plan and proceeded with the implementation of that Phase, subject to available funding; and

WHEREAS, subsequent to the above decision, a citizens group brought an action in Alameda County Superior Court (*Livable Streets Network, et al. v. AC Transit*, Alameda County Superior Court #RG03086477) challenging the adequacy of the public notices and the environmental document; and

WHEREAS, as a consequence of this litigation the On December 1, 2004 the Honorable Bonnie Sabraw, Superior Court Judge, Alameda County, rendered her decision that the District failed to adequately comply with the notice requirements of CEQA and the environmental document did not consider the impact associated with the elimination of the gasoline-powered vans and their replacement by diesel buses (as provided in the FCP). The remedy for the CEQA violation was determined on March 9, 2005, to wit:

- (1) New Environmental Review for Areas Outside of Central Alameda County.

AC Transit shall complete a new Initial Study ("IS"). The new IS shall pertain to implementation of the Service Deployment Plan ("SDP") in North Alameda County/West Contra Costa County, but need not revisit the SDP's implementation in Central Alameda County.

The IS shall address the impact of the Fleet Composition Plan and the resulting replacement of gasoline vans with buses.

The IS shall include analysis of potential noise, vibration, air quality and transportation/traffic impacts.

(2) District-Wide Public Notice and Comment for Entire SDP (including Central Alameda County IS and new IS).

AC Transit shall provide an opportunity for public review and comment on the IS (and any related environmental document) prior to holding a noticed public hearing(s) and proceedings as required by law.

Because the Court found that notice for the initial ("Central County") IS was flawed District-wide (Statement of Decision, pp. 17-19), the new public notice and comment period must include notice and comment opportunities pertaining to all phases, including Central Alameda County. In other words, a new study is not necessarily required for Central Alameda County, but further public notice/comment as to that phase *is* required.

Accordingly, AC Transit shall provide Notice regarding both the "Central County" and new ("remaining phases") Initial Studies; and

WHEREAS, a new Draft Initial Study/Negative Declaration (DIS/ND) was prepared for the service changes in North Alameda County, West Contra Costa County and the Fleet Composition Plan's elimination of gasoline-powered vans and their replacement by diesel buses; and

WHEREAS, the DIS/ND, together with the Notice of Intent to adopt a Negative Declaration and notice of public hearing, were submitted to petitioners and their counsel in earlier December 2005 for their review and comment, before submitting the DIS/ND to the Board of Directors for the setting of a public hearing, but no comments were received; and

WHEREAS, on February 1, 2006 the Board of Directors, having received a copy of the DIS/ND, considered the content of GC Memo No. 06-031 and adopted Resolution No. 06-002 determining that the DIS had been prepared in accordance with the California Environmental Quality Act (CEQA), the CEQA Guidelines and Board Policy No. 512; based on the DIS a Negative Declaration was the appropriate environmental document; set public hearings on the DIS/ND, the service changes and the FCP elimination of gasoline vans and their replacement by diesel buses (collectively, the Plans) and directing the appropriate noticing of the DIS/ND and the proposed changes in accordance with CEQA; and

WHEREAS, the required filings with the County Clerks occurred as required; public notices were published in newspapers of general circulation in the area (as well as in ethnic papers), as required; Take Ones were placed on the District's buses; copies of the DIS/ND were distributed to major county

and city office buildings in the area, placed in main libraries and sent to school districts; and copies of the DIS/ND were sent to the State Clearinghouse; and

WHEREAS, at the March 22 public hearings the Board of Directors received the testimony of sixteen citizens, and upon close of the public hearing the decision on the DIS/ND and the Plans was set for consideration at the Board's meeting of April 19, 2006; and

WHEREAS, the Board received GC Memo No. 06-071a, copies of the correspondence received regarding the DIS/ND and the Plans were provided to the Board of Directors prior to the consideration of this Resolution; and

WHEREAS, at its meeting of April 29, 2006 the Board of Directors considered the information contained in GC Memo No. 06-071a, together with all of the attachments, and the written comments received prior to or at the public hearings, together with the oral comments received at the public hearings regarding the DIS/ND and the Plans;

NOW, THEREFORE, the Board of Directors of the Alameda-Contra Costa Transit District does resolve as follows:

**Section 1.** It has reviewed the content of the DIS/ND, reports submitted by staff, and considered the comments received from the public regarding that document. Based on its consideration of the entire record, the Board finds and determines that there is no substantial evidence that the project might have a significant environmental impact and that the Negative Declaration submitted for public review is the appropriate environmental document for the actions set forth below in Sections 2, 3 and 4. The Board further finds and determines that the Negative Declaration reflects the independent judgment and analysis of the Alameda Contra Costa Transit District. Therefore, the Board hereby adopts the Negative Declaration as set forth in the DIS/ND and determines that that document is the final environmental document for the consideration of the actions set forth below in Sections 2, 3 and 4.

**Section 2.** It approves the Service Deployment Plan Phase 2 (North Alameda County/West Contra Costa County), as set forth in Exhibit A, and directs staff to proceed, subject to funding availability, with the implementation of any portions of that Phase that have not previously been implemented.

**Section 3.** It approves the West Contra Costa Service Plan, as set forth in Exhibit B, and directs staff to proceed with Phase 1 of said plan and, subject to funding availability, with the balance of the plan at a future date.

**Section 4.** It approves the replacement of gasoline-powered vans with 30-foot diesel buses as set forth in the Fleet Composition Plan and specifically determines that this action repeals the "mitigation measure" adopted by the Board of Directors on May 9, 1990 for the use of vans at all times on Lines 7 and 9. In approving the replacement of gasoline-powered vans with diesel buses, the Board recognizes that it has determined that vans are not appropriate to the District's service area and needs; they did not accommodate bicycles; their capacity was more limited; they had a shorter capital life than a bus (5 years versus 12 years); they were not "low floor" vehicles, thereby making it more

difficult to use by persons with disabilities and the elderly; they were not constructed as well as buses to withstand the rigors of daily transit use in hilly terrain, thereby resulting in more maintenance costs; and they required a separate maintenance crew since the vast majority of the District's fleet operates on diesel fuel.

**Section 5.** It authorizes the staff to file a Notice of Determination and a California Department of Fish and Game Certificate of Fee Exemption for the above actions taken under this Resolution.

**Section 6.** The location and custodian of the documents constituting the record of proceedings upon which this resolution is based is: AC Transit, District Secretary's Office 1600 Franklin Street, Oakland, CA 94612.

**Section 7.** This resolution shall become effective immediately upon its adoption by four affirmative votes of the Board of Directors.

RESOLUTION NO. 06-013 WAS PASSED AND ADOPTED this 19th day of April 2006.

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Greg Harper, President

Attest:

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Rose Martinez, District Secretary

I, Rose Martinez, District Secretary for the Alameda-Contra Costa Transit District, certify that the foregoing Resolution was passed and adopted at a Regular Meeting of the Board of Directors held on the 19th day of April 2006, by the following roll call vote:

AYES: DIRECTORS:

NOES: DIRECTORS:

ABSENT: DIRECTORS:

ABSTAIN: DIRECTORS:

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Rose Martinez, District Secretary

Approved As to Form:



Kenneth C. Scheidig, General Counsel