



Section 3 Revisions to the DEIR/DEIS

3.1 Revisions in Response to Comments

Executive Summary

Figure S-2, Connector Study Area and Project Corridor, page S-3, was modified to reflect the corrected golf course boundary. See Response to Comment 14-8 and the revised figure on the following page.

Table S-3 on page S-25 is revised as shown below to correspond with the changes made to the mitigation measure.

Topic/Impact Subject	Applicable Alternative							Mitigation Measures	Impact Significance after Mitigation
	NA	QB	AGT	AGT A	AGT B	AGT D	AGT STN		
Impact VQ-1. Visual compatibility of Connector with built environment and streetscape			✓	✓	✓			VQ-1(i) Integrate Connector Site Planning and Design Details with the Concepts and Themes Contained in the Hegenberger Road-98th Avenue Gateway Development Plan and the Airport Roadway Plan (AGT, AGT A, AGT B). BART shall consult with the City of Oakland and Port staff and then identify site planning and design guidelines for the AGT guideway, stations, and auxiliary facilities that are consistent with the Gateway Development Plan and the Airport Roadway Plan, which both have the and its objective of improving the image and function of the Gateway.	Significant and unavoidable

Table S-4 on page S-33 is revised as shown below to correspond with the changes made to the mitigation measure.

Topic/Impact Subject	Applicable Alternative							Mitigation Measures	Impact Significance after Mitigation
	NA	QB	AGT	AGT A	AGT B	AGT D	AGT STN		
Impact C-TR-1. Temporary effects on traffic operations		✓	✓	✓	✓	✓		C-TR-1(i) Restripe Hegenberger Road (AGT and AGT A). BART shall restripe Hegenberger Road where the portions of the two inside lanes along the Hegenberger Road median would be closed in order to facilitate construction of the AGT guideway columns to shift the travel lanes outward (toward the curb) and maintain the current number of travel lanes in each direction along Hegenberger Road. Although this measure would mitigate the traffic impacts associated with closing the two travel lanes on either side of the median, it would require the removal of 123 on-street parking along Hegenberger Road. The permanent removal of these 123 spaces is discussed in Section 3.1, TR-4 Parking Impacts.	Less than significant

									<p>C-TR-1(ii) Develop and Implement a Construction Traffic Management Plan (QB, AGT, AGT A, AGT B, and AGT D). BART shall direct the contractor to prepare and implement a construction phasing plan and traffic management plan that defines how traffic operations would be managed and maintained during each phase of construction. The plan shall be developed with the direct participation of BART, the City of Oakland, the Airport, AC Transit, and Caltrans. In addition, the property owners of all businesses adjacent to the construction areas shall be consulted. To the maximum practical extent, the plan shall:</p> <ul style="list-style-type: none"> Plan, schedule, and coordinate construction activities to reduce impacts on AC Transit bus lines and dead-heading times, so that buses on affected routes are not consistently delayed by 4 minutes or more, so that additional buses are not required on any route to maintain on-time performance, and so that larger buses are not required on any route to maintain on-time performance. Detail how access will be maintained to individual businesses where construction activities may interfere with ingress and egress. Any driveway closures shall take place during non-business hours.
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Table S-4 on page S-39 was revised as shown below to correspond with the changes made to the mitigation measure.

Topic/Impact Subject	Applicable Alternative							Mitigation Measures	Impact Significance after Mitigation
	NA	QB	AGT	AGT A	AGT B	AGT D	AGT STN		
Impact C-BR-1. Wetlands impacts			✓	✓	✓	✓		<p>C-BR-1(i) <u>Protect and Reduce Construction Corridor to Avoid or Reduce Wetland Disturbance (AGT A, AGT B, and AGT D)</u>. In the areas where the construction rights-of-way encroach into <u>are adjacent to</u> tidal creeks, drainages or non-tidal wetlands, BART shall require that the construction right-of-way be narrowed to the extent possible to avoid temporary construction impacts. The jurisdictional wetlands shall be staked by a qualified biologist, and the construction corridor shall be no closer than five feet from the staked wetland. To ensure that equipment and personnel do not enter the wetland, a solid fence a minimum of 4-feet tall shall be constructed a minimum of 5 feet from the edge of the wetland. The fence can be built with metal t-stakes and plywood. This fence would have the added effect of limiting intrusion by animals into the work area. In addition, a qualified biologist shall be retained by BART to monitor the site during construction to ensure implementation of Best Management Practices (see Mitigation Measure C-BR-1(ii)). This measure may involve temporary closure or narrowing lanes of Airport Drive to allow access for construction equipment and activities from the roadway side. Temporary closure or narrowing of lanes shall be coordinated with the Port of Oakland. Access to and from OIA shall be maintained at all times. Any construction in the wetlands (<u>Option D only</u>) will be conducted between May 1 and November 15.</p>	Less than significant

Section 1.2, Overview of the Study Area

Figure 1.2-2, Connector Study Area and Project Corridor, page 1.2-3, was modified to reflect the corrected golf course boundary. Figure 1.2-2 is the same graphic as Figure S-2 from the Executive Summary, shown on the following page, and is therefore not reproduced again here.

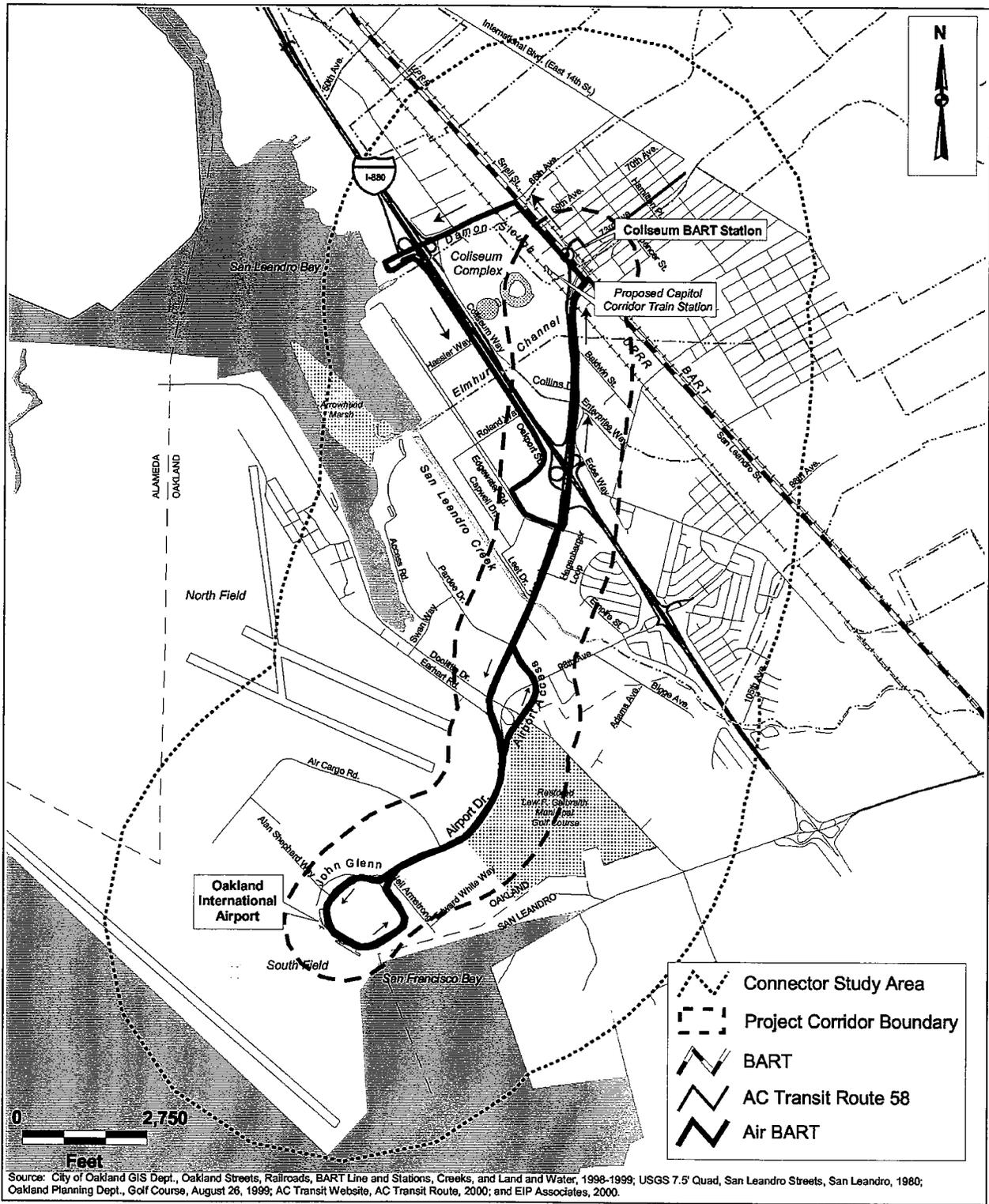


Figure S-2
Connector Study Area and Project Corridor

Figure 1.2-2
Connector Study Area and Project Corridor

Section 1.2.1, page 1.2-5, is revised as follows:

The study area is characterized primarily by industrial, commercial, and airport-related land uses. Land uses south of Doolittle Drive are primarily industrial, supporting airport-related activities, such as aircraft maintenance and fuel storage. The Lew F. Galbraith Municipal Golf Course borders the east side of Airport Drive in this area. ~~(The golf course is currently closed and is being used for disposal of dredge materials from a Port of Oakland harbor project. The property will be restored as a golf course in the future.)~~ A variety of regional and automobile-oriented business and commercial uses exists along Hegenberger Road between Doolittle Drive and I-880. The Coliseum sports/entertainment complex is west of Hegenberger Road, between I-880 and the Union Pacific Railroad (UPRR) tracks. North of the BART tracks and the Coliseum BART Station is a mix of commercial, light industrial, and residential uses.

Section 1.4, EIR/EIS Purpose and Intended Use

Table 1.4-1 on page 1.4-4 is amended as follows:

<i>Revised Table 1.4-1 (Partial)</i>			
<i>Agencies with Review, Permit and/or Approval Authority</i>			
<i>Agency</i>	<i>Statutory Authority</i>	<i>Permit or Approval Jurisdiction, Actions Covered</i>	<i>Documentation and/or Prior Approvals Actions Required</i>
Local			
BART	CEQA	Lead agency for EIR; approval of project and expenditure of funds	Certification of EIR and approval of Findings and Statement of Overriding Considerations
Alameda County Airport Land Use Commission	Public Utilities Code 21670	Coordination, planning, design, and construction of proposed project on OIA	Review of this EIR/EIS
Alameda County Flood Control District and Water Conservation Department	CEQA	Approval for channel modification and overcrossing approval	Three sets of project plans with hydraulic calculations
<u>Port of Oakland</u>		<u>Airport Layout Plan (ALP)</u>	<u>Prepare ALP</u>

Section 2.3, Quality Bus Alternative

The following text modification is made to Section 2.3.5, Ancillary Facilities, on page 2.3-17:

Maintenance/Storage Facility

The QB service would require a facility or facilities to maintain, service, and store the buses. Ideally this facility would be close to the QB route to facilitate operations, although storage, refueling and maintenance would not necessarily have to take place in the same location. At this time, there does not appear to be enough increased demand for dedicated bus maintenance to warrant siting, construction, and operation of a new facility for the QB. Currently, BART contracts for storage and maintenance of the AirBART shuttles. AirBART storage occurs on Port of Oakland property at Oakland International Airport, and an independent vendor handles maintenance and operation.

In 2020, the No Action Alternative would require an AirBART fleet of ten buses. Under the Quality Bus Alternative, a fleet of 11 buses would be necessary. Under these circumstances, the likely scenario would be for BART to maintain similar arrangements, with storage and maintenance occurring at the same or separate locations under agreements with an independent contractor. However, in the event that construction of a new facility may prove to be necessary, two to three acres of space would be needed to accommodate a parking area for the buses, a refueling facility, washing equipment and a two-bay bus maintenance building with offices and an employee rest area. There are a number of sites in the study area that would be suitable. If the Quality Bus Alternative were selected, candidate sites for a maintenance/storage facility would need to be identified and undergo environmental review pursuant to CEQA and NEPA. Several potential sites were identified for a maintenance facility in the *BART-Oakland Airport Intermodal Connector Project Update Report, 1993*, and most of these sites are still available and would be appropriate for the QB maintenance facility.

If the QB Alternative is selected as the preferred alternative, and construction of a new facility proves to be necessary, sites available for a maintenance facility would be identified and a supplemental EIR/EIS may need to be prepared.

Section 2.4, Automated Guideway Transit Alternative

The revised sentence is on page 2.4-6, second full paragraph.

For purposes of this analysis, the guideway width has been assumed to be a maximum of 26 feet and the minimum vertical clearance between the bottom of the guideway and the street level has generally been assumed to be 15.5 feet, although a clearance of 17 feet is required for the 98th Avenue over crossing near the Doolittle Drive/98th Avenue interchange, the crossing over Interstate I-880, and for on-airport portions of the AGT alignment.

Section 2.5, Alternatives Comparison

Page 2.5-3. Table 2.5-1, bottom row regarding sensitive biological habitats, is revised to read as follows:

Table 2.5-1 Cont'd.			
Performance and Environmental Comparison of Project Alternatives - 2020			
Features	No Action	QB Alternative	AGT Alternative
<ul style="list-style-type: none"> Sensitive biological habitats 	<ul style="list-style-type: none"> None affected 	<ul style="list-style-type: none"> None affected 	<ul style="list-style-type: none"> No permanent impacts anticipated except for Option D, which could permanently fill 0.003 acre of wetland. Construction could temporarily affect 0.34 <u>0.18</u> acre under the AGT alternative, plus an additional 0.165 acre under AGT Option B or 0.72 acre under AGT Option D.

Section 2.6, Alternatives Considered but Rejected

The third full paragraph and the first bullet on page 2.6-3 are revised to read as follows:

Cable-supported installations can be found at various ski resorts. The system operates at about ~~13.5~~ 18 miles per hour. At this speed, the travel time between the Coliseum BART Station to the OIA terminal is about ~~18~~ 14 minutes.

The cable-supported aerial tramway system is not being considered further in this Draft EIR/EIS. The criteria in Table 1.3-3 were considered, and the tramway would not satisfy the following:

- ~~Complete trips between OIA and Coliseum BART Station at least as quickly as motorists during off-peak weekday traffic—AirBART and motorists can travel between BART and OIA in an average of 9 to 11 minutes. The tramway would take about 18 minutes.~~

Section 3.0, Introduction

Figure 3.0-1, Connector Study Area and Project Corridor, page 3.0-3, was modified to reflect the corrected golf course boundary. Figure 3.0-1 is the same graphic as Figure S-2 from the Executive Summary, shown previously in this section, and is therefore not reproduced again here.

Section 3.1, Transportation

Table 3.1-5 on page 3.1-11 is expanded to include I-880 segments east of Hegenberger Road.

Freeway Segment	A.M. Peak Hour			P.M. Peak Hour		
	vph	v/c	LOS	vph	v/c	LOS
Northbound I-880 north of Hegenberger Road	7,910	0.72	D	8,580	0.78	D
Southbound I-880 north of Hegenberger Road	7,540	0.86	E	7,820	0.89	E
<u>Northbound I-880 south of Hegenberger Road</u>	<u>7,750</u>	<u>0.88</u>	<u>E</u>	<u>7,950</u>	<u>0.90</u>	<u>E</u>
<u>Southbound I-880 south of Hegenberger Road</u>	<u>7,390</u>	<u>0.84</u>	<u>E</u>	<u>7,240</u>	<u>0.82</u>	<u>E</u>

Source: Caltrans 1999 Traffic Data.

Tables 3.1-14, 15, 16, & 17 on page 3.1-33 are expanded to include I-880 segments east of Hegenberger Road.

Revised Table 3.1-14												
2005 A.M. Peak Hour I-880 Operating Conditions												
Freeway Segment	Existing Conditions			2005 Conditions								
				No Action Alternative			Quality Bus Alternative			AGT Alternative		
	vph	V/c	LOS	vph	v/c	LOS	vph	v/c	LOS	vph	v/c	LOS
Northbound I-880 north of Hegenberger Road	7,910	0.72	D	8,070	0.73	D	8,050	0.73	D	8,020	0.73	D
Southbound I-880 north of Hegenberger Road	7,540	0.86	E	7,810	0.89	E	7,780	0.88	E	7,730	0.88	E
<u>Northbound I-880 south of Hegenberger Road</u>	<u>7,750</u>	<u>0.88</u>	<u>E</u>	<u>7,910</u>	<u>0.90</u>	<u>E</u>	<u>7,890</u>	<u>0.90</u>	<u>E</u>	<u>7,860</u>	<u>0.89</u>	<u>E</u>
<u>Southbound I-880 south of Hegenberger Road</u>	<u>7,390</u>	<u>0.84</u>	<u>E</u>	<u>7,660</u>	<u>0.87</u>	<u>E</u>	<u>7,620</u>	<u>0.87</u>	<u>E</u>	<u>7,580</u>	<u>0.86</u>	<u>E</u>

Source: Wilbur Smith Associates

Revised Table 3.1-15												
2005 P.M. Peak Hour I-880 Operating Conditions												
Freeway Segment	Existing Conditions			2005 Conditions								
				No Action Alternative			Quality Bus Alternative			AGT Alternative		
	vph	v/c	LOS	vph	v/c	LOS	vph	v/c	LOS	vph	v/c	LOS
Northbound I-880 north of Hegenberger Road	8,580	0.78	D	8,910	0.81	D	8,880	0.81	D	8,840	0.80	D
Southbound I-880 north of Hegenberger Road	7,820	0.89	E	8,130	0.92	E	8,100	0.92	E	8,060	0.91	E
<u>Northbound I-880 south of Hegenberger Road</u>	<u>7,950</u>	<u>0.90</u>	<u>E</u>	<u>8,250</u>	<u>0.94</u>	<u>E</u>	<u>8,220</u>	<u>0.93</u>	<u>E</u>	<u>8,180</u>	<u>0.93</u>	<u>E</u>
<u>Southbound I-880 south of Hegenberger Road</u>	<u>7,240</u>	<u>0.82</u>	<u>E</u>	<u>7,530</u>	<u>0.86</u>	<u>E</u>	<u>7,500</u>	<u>0.85</u>	<u>E</u>	<u>7,460</u>	<u>0.85</u>	<u>E</u>

Source: Wilbur Smith Associates

Revised Table 3.1-16												
2020 A.M. Peak Hour I-880 Operating Conditions												
Freeway Segment	Existing Conditions			2020 Conditions								
				No Action Alternative			Quality Bus Alternative			AGT Alternative		
	vph	V/c	LOS	vph	v/c	LOS	vph	v/c	LOS	vph	v/c	LOS
Northbound I-880 north of Hegenberger Road	7,910	0.72	D	8,930	0.81	D	8,900	0.81	D	8,850	0.80	D
Southbound I-880 north of Hegenberger Road	7,540	0.86	E	8,450	0.96	E	8,380	0.95	E	8,310	0.94	E
<u>Northbound I-880 south of Hegenberger Road</u>	<u>7,750</u>	<u>0.88</u>	<u>E</u>	<u>8,750</u>	<u>0.99</u>	<u>E</u>	<u>8,720</u>	<u>0.99</u>	<u>E</u>	<u>8,670</u>	<u>0.98</u>	<u>E</u>
<u>Southbound I-880 south of Hegenberger Road</u>	<u>7,390</u>	<u>0.84</u>	<u>E</u>	<u>8,280</u>	<u>0.94</u>	<u>E</u>	<u>8,210</u>	<u>0.93</u>	<u>E</u>	<u>8,130</u>	<u>0.92</u>	<u>E</u>

Source: Wilbur Smith Associates

Revised Table 3.1-17 2020 P.M. Peak Hour I-880 Operating Conditions												
Freeway Segment	Existing Conditions			2020 Conditions								
	vph	v/c	LOS	No Action Alternative			Quality Bus Alternative			AGT Alternative		
vph				v/c	LOS	vph	v/c	LOS	vph	v/c	LOS	
Northbound I-880 north of Hegenberger Road	8,580	0.78	D	9,130	0.83	D	9,080	0.83	D	9,010	0.82	D
Southbound I-880 north of Hegenberger Road	7,820	0.89	E	9,340	1.06	F	9,280	1.05	F	9,210	1.04	F
<u>Northbound I-880 south of Hegenberger Road</u>	<u>7,950</u>	<u>0.90</u>	<u>E</u>	<u>8,450</u>	<u>0.96</u>	<u>E</u>	<u>8,400</u>	<u>0.95</u>	<u>E</u>	<u>8,330</u>	<u>0.94</u>	<u>E</u>
<u>Southbound I-880 south of Hegenberger Road</u>	<u>7,240</u>	<u>0.82</u>	<u>E</u>	<u>8,640</u>	<u>.98</u>	<u>E</u>	<u>8,590</u>	<u>0.98</u>	<u>E</u>	<u>8,510</u>	<u>0.97</u>	<u>E</u>

Source: Wilbur Smith Associates

The paragraph describing Freeway Segments under Standards of Significance from page 3.1-23 is deleted and replaced with the text shown below:

Freeway Segments

The Alameda County Congestion Management Agency does not have established significance criteria for freeways. The Alameda County Congestion Management Program uses Level of Service E as the minimum acceptable level of service for the monitoring of existing conditions on freeway segments. (Alameda County Congestion Management Program, 1999). LOS E also is the standard used in all California counties to define acceptable operations on urban freeways. Thus, for the purposes of this DEIR/DEIS, if the level of service for the segments of I-880 in the study area were to degrade to LOS F due to a project alternative, the effect on freeway operations would be considered a project-specific significant impact.

Section 3.2, Land Use

Figure 3.2-1, Generalized Existing Land Use Areas Within and Adjacent to the Project Corridor, page 3.2-2; Figure 3.2-2(b), Businesses and Other Major Land Uses Along the Project Corridor, page 3.2-5; and Figure 3.2-3, City of Oakland General Plan Land Use Designations, page 3.2-11 were modified to reflect the corrected golf course boundary. All revised figures are included in the following pages.

Section 3.4, Visual Quality

Figure 3.4-2(b), Built Environment Within and Adjacent to the Project Corridor, page 3.4-13 was modified to reflect the corrected golf course boundary.

Mitigation Measure VQ-1(i), on page 3.4-21 is revised to read as follows:

Integrate Connector Site Planning and Design Details with the Concepts and Themes Contained in the Hegenberger Road-98th Avenue Gateway Development Plan and the Airport Roadway Plan (AGT, AGT A, AGT B). BART shall consult with the City of Oakland and Port staff and then identify site planning and design guidelines for the AGT guideway, stations, and auxiliary

facilities that are consistent with the Gateway Development Plan and the Airport Roadway Plan, which both have the objective of improving the image and function of the Gateway.

The text on page 3.4-28 of the DEIR/DEIS, last paragraph, is changed as follows to reflect the completion of the bridge construction:

“As part of the Gateway Development Plan, the city has constructed ~~is constructing~~ a decorative bridge where Doolittle Drive crosses over 98th Avenue.”

Section 3.7, Utilities

Table 3.7-1, on page 3.7-2, is revised as shown:

Revised Table 3.7-1		
Drinking Water Pipelines in the Project Corridor		
Street	Location	Size (inches)
San Leandro Street	71 st Street to 81 st Street	12" – 20"
71 st Avenue	San Leandro Street to end	6" - 10"
73 rd Avenue	San Leandro Street to end	6" – 10"
77 th Avenue	San Leandro Street to Hegenberger Road	6" – 10"
Hegenberger Road	77 th Avenue to Edes Avenue	6" – 10"
	Oakport Street to Edgewater Drive	12" – 20"
	Edgewater Drive to Hegenberger Loop	6" – 10"
	Hegenberger Loop to Leet Drive	12" – 20"
	Leet Drive to Hegenberger Court	6" – 10"
	Hegenberger Court to Pardee Drive	12" – 20"
	Pardee Drive to Doolittle Drive	6" – 10"
Baldwin Street	Hegenberger Road to 85 th Avenue	6" – 10"
Collins Drive	All piping along street	6" – 10"
Edes Avenue	Hegenberger Road to Enterprise Way	6" – 10"
Oakport Street	Roland Way to Hegenberger Road	12" – 20"
Edgewater Drive	Pendelton Way to Hegenberger Road	6" – 10"
Hegenberger Loop	All piping along street	6" – 10"
Pardee Drive	All piping along street	12" – 20"
Doolittle Drive	Swan Way to Hegenberger Road (north side)	10"
	Hegenberger Road to Adams Avenue	12" – 20"
Earhart Road	Swan Way to Hegenberger Road	6"
98 th Avenue	Airport Drive to Empire Road	12" – 20"
Airport Drive	Doolittle Drive to middle of OIA Long Term Parking	12"
	OIA Long Term Parking southwest to Airport Drive	10"
	Northwest side of Airport Drive circle	6"
	Southwest side of Airport Drive circle	12"
	<u>Airport Access Road and Airport Drive, turning at John Glenn Drive</u>	<u>20"</u>
Sally Ride Way	All piping along street	20"
Neil Armstrong Way	All piping along street	8"
John Glenn Drive	All piping along street	12" – 20"
--	Northwest-southeast through Long Term Parking	6" – 8", 12"

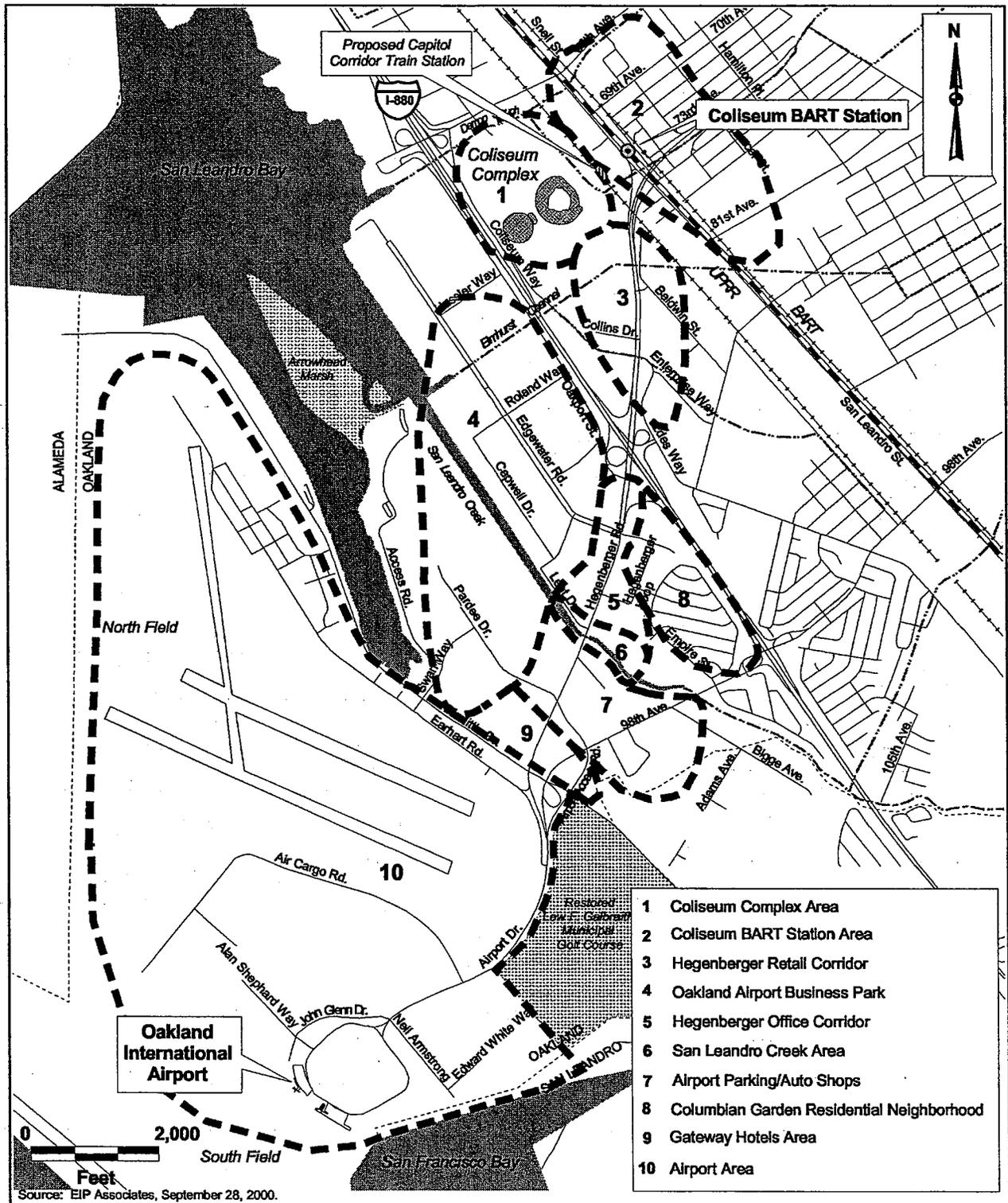


Figure 3.2-1
Generalized Existing Land Use Areas Within and Adjacent to the Project Corridor

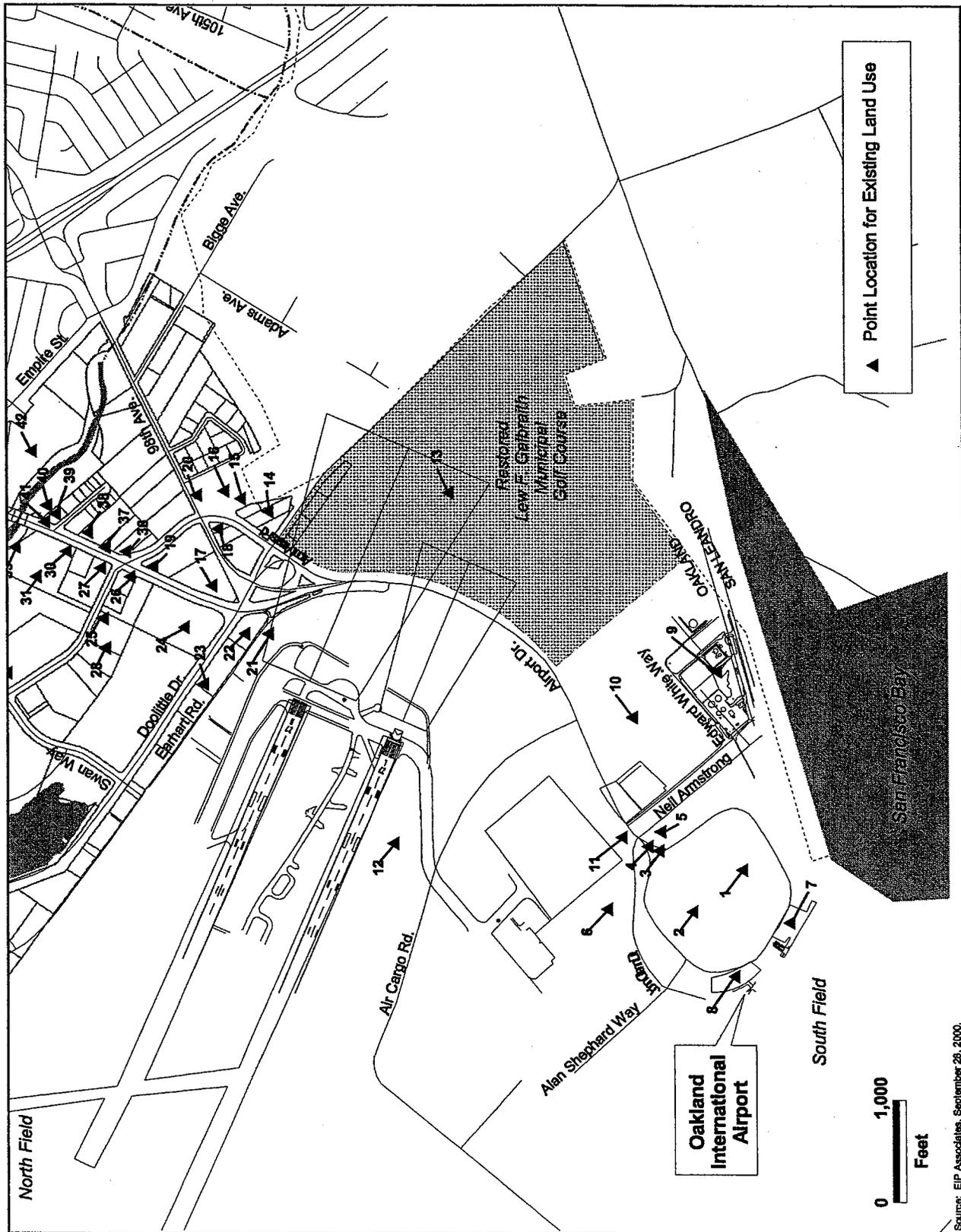


Figure 3.2-2 (b)
Businesses and Other Major Land Uses Along the Project Corridor

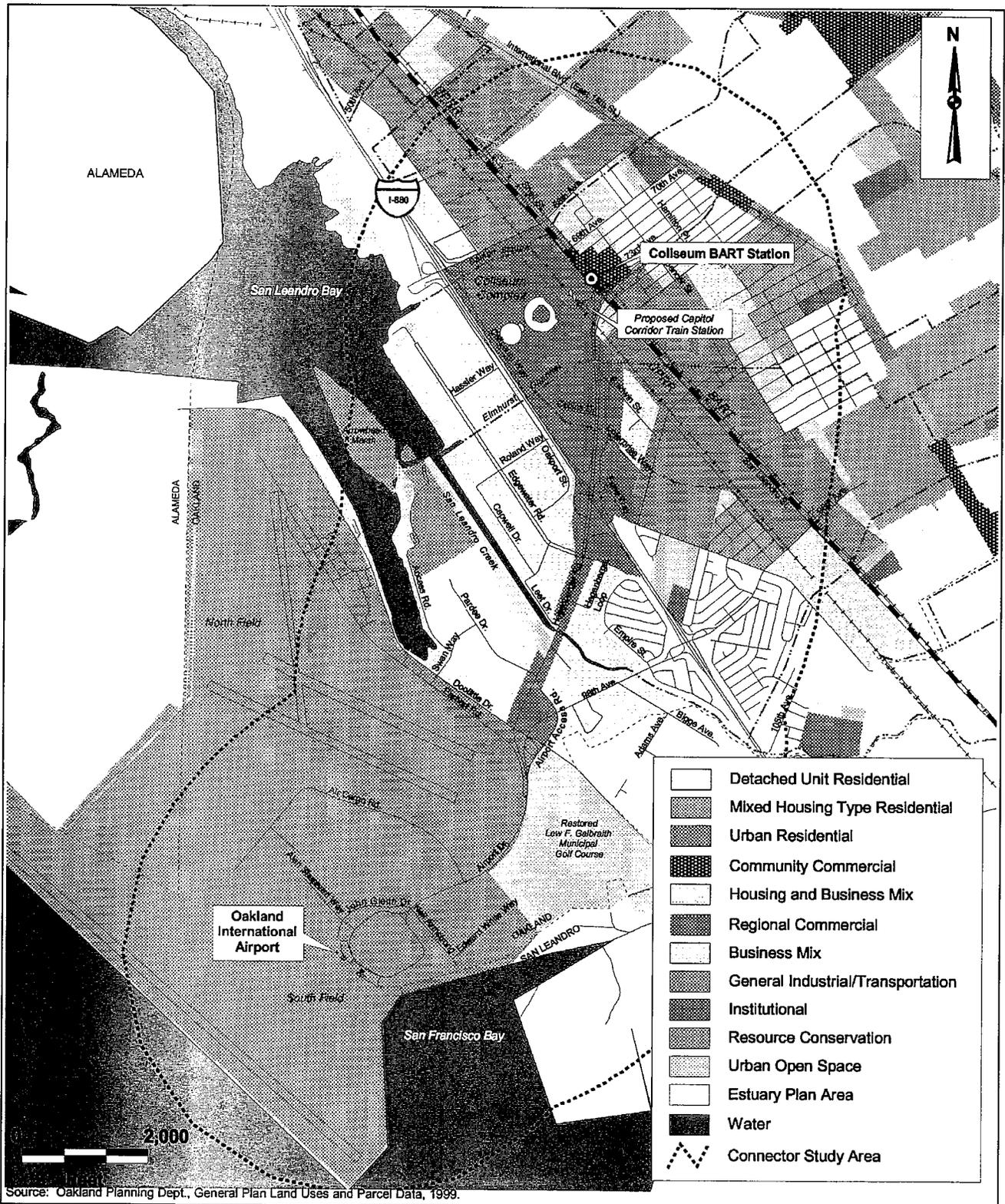


Figure 3.2-3
City of Oakland General Plan Land Use Designations

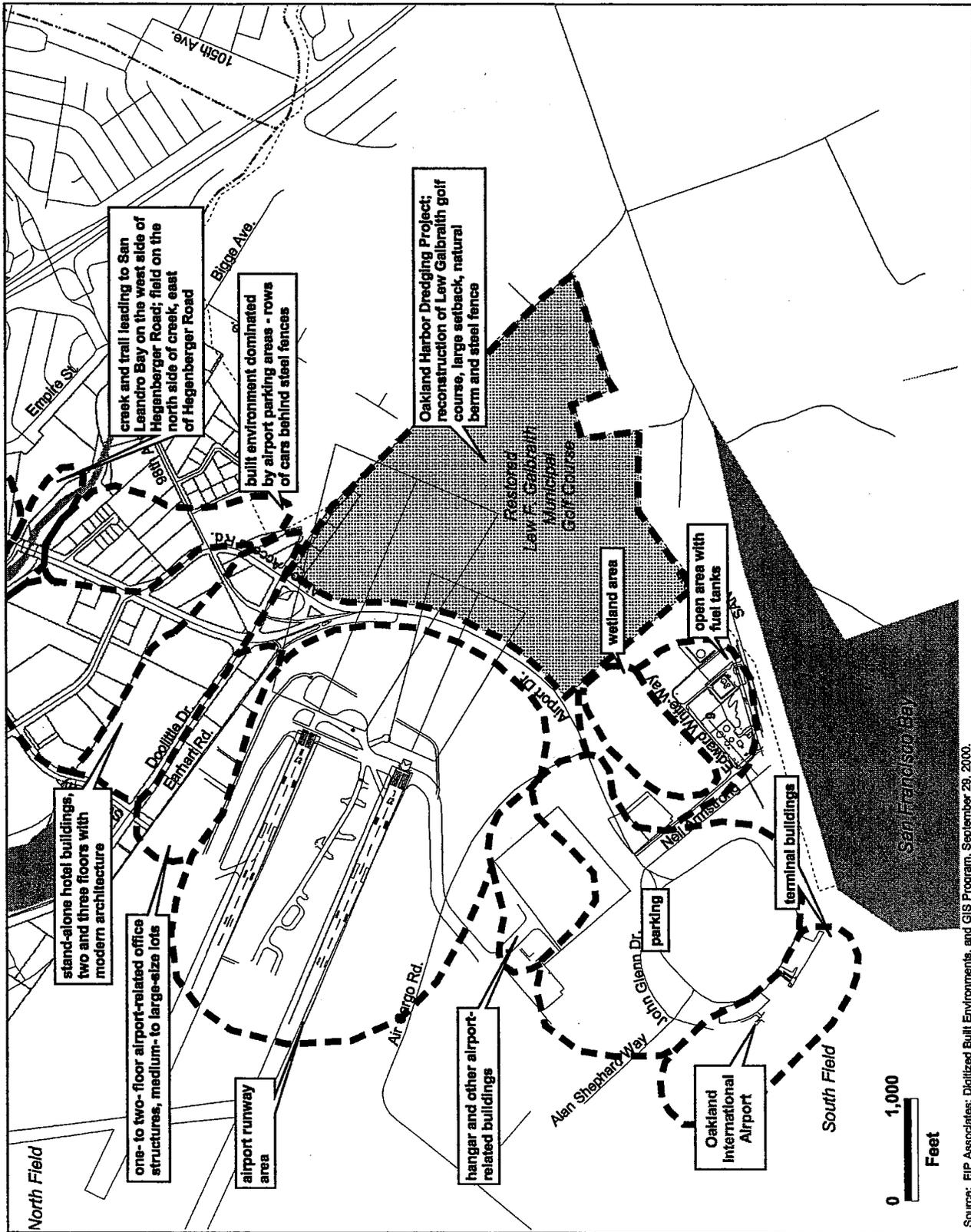


Figure 3.4-2(b)
 Built Environment Within and Adjacent to the Project Corridor

The following text is added on page 3.7-6 as a new paragraph preceding the paragraph marked Applicable Policies and Regulations:

National Geodetic Survey Monuments

The National Geodetic Survey (NGS) defines and manages the National Spatial Reference System (NSRS) - the framework for latitude, longitude, height, scale, gravity, orientation and shoreline throughout the United States. NSRS provides the foundation for transportation, communication, and defense systems, boundary and property surveys, land records systems, mapping and charting, and a multitude of scientific and engineering applications. Survey control monuments inventoried and maintained by NGS are present within the project corridor, most notably in the vicinity of Airport Drive and Doolittle Drive, and near the Union Pacific Railroad right of way near San Leandro Street. Coordinates for all maintained control monuments are available through the NGS web site at <http://www.ngs.noaa.gov>.

Section 3.10, Biological Resources

Figure 3.10-1, Biological Resources Within and Adjacent to the Project Corridor, page 3.10-3, modified to reflect the corrected golf course boundary. The figure is included in Section 3.2 of this Volume II.

The following text is added on p. 3.10-10 after the paragraph headed "Federal Endangered Species Act of 1972 (FESA)":

State of California – Porter-Cologne Water Quality Control Act

The state Porter-Cologne Act regulates discharges of waste that could affect the waters of the state. The San Francisco Bay Regional Water Quality Control Board, in its Basin Plan, asserts independent authority under the Porter-Cologne Act to regulate discharges of waste to wetlands, including fill material, that would adversely affect beneficial uses of the wetlands. The State Water Resources Control Board has interpreted the Porter-Cologne Act as regulating the filling of wetlands that are outside federal jurisdiction.

The third bullet on page 3.10-13 (standards of significance) has been changed to read:

- substantial adverse effect on federal or state protected wetlands;

Table 3.10-1 and the first paragraph on page 3.10-9 of the DEIR/DEIS have been revised accordingly and are presented below.

Page 3.10-8, Table 3.10-1 is revised as shown below:

Waterway/Resource	Acreage	Potential Disturbance by				
		No Action/QB	AGT	Option A	Option B	Option D
Arroyo Viejo Creek (concrete-lined channel)	0.05	No	Yes <u>0.05</u>	NA	NA	NA
Elmhurst Channel (tidal drainage)	0.03	No	Yes <u>0.03</u>	Yes <u>0.03</u>	NA	NA
Drainage North of I-880 (tidal drainage)	0.10	No	Yes <u>0.10</u>	NA	NA	NA
San Leandro Creek (tidal creek)	0.16	No	No	NA	Yes <u>0.16</u>	NA
OIA Non-Tidal Wetlands Airport Drive Drainages ⁽¹⁾ Fuel Farm Marsh ⁽²⁾	<u>0.00</u> 0.13 0.72	No No	<u>No</u> Yes No	NA NA	NA NA	NA Yes <u>0.72</u>
Total ⁽³⁾	<u>1.06</u> 1.19	0	<u>0.18</u> 0.31	<u>0.18</u> 0.31	<u>0.34</u> 0.47	<u>0.90</u> 1.03

Source: EIP Associates, 2001.

Notes:

NA = Not applicable

⁽¹⁾ Total wetland acreage along the Airport Drive drainage within the construction corridor is 0.99 acres; however, 0.86 acre will be filled and mitigated by an airport road project already permitted by the Corps.

⁽²⁾ Total wetland acreage at the fuel farm marsh within the construction corridor is 0.9 acre but 0.18 acre lies within a mitigation site that would be avoided.

⁽³⁾ Total represents entire AGT alignment with applicable segments.

Page 3.10-9, the first paragraph following the bullet is revised as shown below:

Wetland and waters of the United States are rapidly declining throughout California, as they are filled, channelized, or culverted for urban and agricultural development. For this reason, and because wetlands and waters of the United States provide valuable habitat for wildlife, state (CDFG) and federal (Corps) agencies strive to protect and increase these areas through enforcement of "no net loss" regulations. A wetland delineation has been performed for a portion of the wetlands addressed in this document, between Doolittle Drive and the OIA terminal. An OIA-ADP wetlands delineation was verified by the Corps as part of the ADP, and Permit Number 21590S was issued under Section 404 of the Clean Water Act to fill 7.76 acres of wetlands and other waters of the U.S. for landside expansion at OIA (3.32 acres of seasonal wetland, 3.7 acres of drainage channels, 0.72 acre where unauthorized fill was previously placed into wetlands in 1988, and 0.02 acre of tidal creek shaded by the 98th Avenue Bridge for landside expansion at OIA). The fill of wetlands and waters of the U.S. as a result of the ADP would occur in approximately 12 areas on OIA property south of Doolittle Drive and one area along 98th Avenue. Three affected areas are in the vicinity of the proposed AGT alignment; all of these areas are along Airport Drive and the golf course and mitigation sites have been approved by the Corps as part of its issuance of the 404 permit. The 404 permit was for the Port's Airport Development Program, which included a 35-foot easement for use by the Connector project. Since the AGT guideway would be aligned entirely within the project limits of the Airport Development Program

in the vicinity of the Airport Drive drainages, the AGT in this segment of the project corridor would not be expected to affect wetlands beyond those already authorized to be filled under Permit Number 21590S. The Option D alignment, however, would traverse a portion of the fuel farm marsh. The construction corridor for Option D passes through 0.9 acre of jurisdictional wetland, of which 0.18 acre is a wetland mitigation site related to Port activities. The construction corridor would avoid the wetland mitigation site, but could affect the remaining 0.72 acre of jurisdictional wetland. As indicated in Table 3.10-1, there are 0.99 acre of jurisdictional wetlands in the construction corridor of the AGT Alternative alignment. Of this 0.99 acre, 0.86 acre is already anticipated to be disturbed because of the airport roadway improvements and will be mitigated pursuant to an already issued 404 permit. Thus, the net new acreage of wetlands that could be affected by the AGT Alternative would be 0.13 acre. The Option D alignment would traverse a portion of the fuel farm marsh. The construction corridor for Option D passes through 0.9 acre of jurisdictional wetland, of which 0.18 acre is a wetland mitigation site related to Port activities. Thus, the new acreage that could be affected by Option D would be 0.72 acre.

Page 3.10-14, the second paragraph under "AGT alternative and Options A and B" has been modified as shown below:

The alignment of the aerial guideway for the AGT Alternative traverses several of the wetlands and waters of the U.S. identified in the project corridor (Figure 3.10-1). One of the design criteria for the AGT has been to avoid sensitive habitats as much as possible, unless there are compelling engineering, cost, logistical, or other reasons. Based on this criterion, BART's general engineering consultant has been able to site the support columns for the AGT guideway to avoid wetlands and waters of the U.S. If it becomes necessary during the detailed design phase, for some unforeseen reason, to place support column(s) within one of these sensitive habitats, BART would comply with Clean Water Act Section 404 permit process, administered by the U.S. Army Corps of Engineers, and obtain a Streambed Alteration Agreement from the California Department of Fish and Game. The Corps has discretion to require mitigation, depending on the amount of fill and the habitat value affected. Based on consultations with the Corps, BART will implement the required measures. In conjunction with the 404 permit process, BART shall also comply with the Regional Water Quality Control Board's water quality certification requirements, pursuant to Section 401 of the Clean Water Act.

Page 3.10-14, the following text is added as a new third paragraph under the heading AGT Alternative and Options A and B:

South of Doolittle Drive, the AGT alignment surfaces to grade east of Airport Drive along the Lew F. Galbraith Golf Course. The at-grade AGT guideway in this segment of the corridor would lie entirely within the area for which the Port has received a permit to fill wetlands. Pursuant to Corps Permit Number 21590S, the Port is authorized to fill wetlands in order to construct the ADP. Since the ADP included right-of-way for the Connector, the AGT would not permanently fill any wetlands that are not already covered by the Corps permit. As a result, there would be no impact to wetlands in this portion of the corridor.

Section 3.12, Air Quality

The following text is added as the second paragraph of Section 3.12.2, page 3.12-1, Air Quality, Existing Conditions:

On July 16, 1997, EPA promulgated revised National Ambient Air Quality Standards (NAAQS) for ozone and particulate matter less than 10 microns in diameter (PM₁₀) and new NAAQS for particulate matter less than 2.5 microns in diameter (PM_{2.5}). In 1999, the U.S. Court of Appeals for the District of Columbia (D.C.) Circuit invalidated these standards. On February 27, 2001, the U.S. Supreme Court held that EPA did not exceed its delegated authority by promulgating these NAAQS, and that in doing so EPA properly declined to consider costs of implementing the NAAQS. However, the Court remanded the case to the D.C. Circuit to address the timetable for implementing revised ozone standards, and the D.C. Circuit has not yet acted on that remand. In addition, the D.C. Circuit's invalidation of the revised PM₁₀ standard was not appealed to the Supreme Court, and EPA has not taken further action on particulate matter. In the meantime, these NAAQS are considered unenforceable and/or are not being implemented. Therefore, the air quality analysis in this document does not address these standards.

The following text is added to the DEIR/DEIS on page 3.12-3, after the paragraphs on "Other Pollutants":

Greenhouse Gases. Four general categories of gases have the potential to contribute to global warming, and are referred to as greenhouse gases (GHG): carbon dioxide (CO₂); methane, nitrous oxide (NO), and chlorinated gases including hydrofluorocarbons. The effects of these gases on global warming potential vary due to their ability to trap heat, referred to their "global warming potential," or GWP. U.S. carbon dioxide (CO₂) emissions in 1999 (the latest year that data are available) represented 83 percent of total GHG emissions, at 1,527 million metric tons carbon equivalent. Nitrous oxide accounts for 6 percent of U.S. GHG emissions, at 103 million metric tons carbon-equivalent.

Transportation sector emissions of CO₂ accounted for one-third of the total energy-related CO₂ emissions in 1999. Almost all (98 percent) of transportation sector CO₂ emissions result from the consumption of petroleum products, particularly motor gasoline (60 percent of transportation sector emissions) and diesel fuel (20 percent). Motor vehicle emissions account for 94 percent of the domestic NO emissions. (DOE, 2000)

The following text is added to the DEIR/DEIS on page 3.12-10, after the paragraph on "Air Toxics":

There is no current methodology, criterion or standard of significance from EPA, the Bay Area Air Quality Management District, CEQA Guidelines, or NEPA for evaluating impacts relating to GHG emissions. Accordingly, GHG emissions are not separately quantified as part of the air quality analysis. However, as discussed below, both the OB

and the AGT project alternatives would generate fewer regional and local emissions of criteria pollutants (e.g., ozone, carbon monoxide, nitrogen dioxide, sulfur oxides) because both project alternatives would divert passengers from motor vehicle trips to and/or from the Oakland Airport. Motor vehicles are the primary source of these criteria pollutants. The AGT alternative would result in lower net emissions than the Quality Bus, as shown in Tables 3.12-4 and 3.12-10 in the DEIR/DEIS. Since regional motor vehicle emissions would decrease with implementation of the Connector project, emissions of GHG from motor vehicles also are expected to decrease. The OB and AGT alternatives, therefore, are expected to result in a beneficial air quality impact to GHG emissions compared to the No Action alternative.

The following document reference is added to the References in Section 3.12, page 3.12-20:

U.S. Department of Energy, Energy Information Administration, Emissions of Greenhouse Gases in the United States 1999, DOE/EIA-0573(99), October 2000.

Section 3.14, Hazardous Materials

The last paragraph on page 3.14-6 is revised as follows:

BART has developed emergency procedures for dealing with system failures in its regular operations (BART, 2001). ~~As discussed in Section 2.4.5, Ancillary Facilities, BART will develop a similar emergency plan for the Connector. The Connector operations will be required to comply with and follow the procedures identified in this systemwide plan.~~

The following reference is added at the end of Section 3.14, page 3.4-10:

BART, Bay Area Rapid Transit District Emergency Plan, updated 2001.

Section 3.16, Construction Impacts

Mitigation Measure C-TR-1(ii) on page 3.16-13, first full sentence, is revised as follows:

The plan shall be developed with the direct participation of BART, the City of Oakland, the Airport, AC Transit, and Caltrans.

Mitigation Measure C-TR-1(ii) on page 3.16-13, is modified to include the following:

- Plan, schedule, and coordinate construction activities to reduce impacts on AC Transit bus lines and dead-heading times, so that buses on affected routes are not consistently delayed by 4 minutes or more, so that additional buses are not required on any route to maintain on-time performance, and so that larger buses are not required on any route to maintain on-time performance.

Page 3.16-34, the second and third paragraphs on the page are revised as shown below:

Construction of the aerial guideway for the AGT Alternative could potentially affect wetlands. The aerial construction right-of-way is anticipated to be 50 feet wide in the Hegenberger Road median and 75 feet elsewhere. ~~Portions~~ While no portion of this right-of-way will encroach on existing wetlands, there is the possibility of construction impacts on wetlands at all the tidal creek crossings and drainage areas adjacent to the construction corridor. As a worst-case scenario, if all tidal wetlands and other waters of the United States within the construction right-of-way were assumed to be affected, about ~~0.18~~ 0.31 acre would be disturbed ~~filled~~ (see Figure 3.16-1 and Table 3.10-1). ~~Encroachment of construction activities into wetlands would be considered a significant impact.~~

Construction of the tunnel under Doolittle Drive and the at-grade guideway between Doolittle Drive and Air Cargo Road would not ~~also~~ potentially affect wetlands. The anticipated 65-foot-wide construction right-of-way lies adjacent to ~~encroaches on the existing non-tidal wetlands at the Lew F. Galbraith Golf Course site.~~ The revised jurisdictional delineation was verified by the Corps in August 2000 and indicates that the AGT construction corridor would not affect wetlands that were not already authorized to be filled by the Corps, pursuant to Permit Number 21590S issued to the Port for its ADP. Accordingly, in this segment of the project corridor, AGT construction would not disturb jurisdictional wetlands. A total of 0.99 ~~acre of non-tidal wetlands occurs within the construction right-of-way. However, approximately 0.86 acre of this non-tidal wetland would already be affected, and mitigated for, by the ADP under Corps Permit Number 21590S, and is not considered an impact of the Connector project. The remaining 0.13 acre would be a direct impact of the Corridor project during construction and would be considered as significant.~~

Page 3.16-34, the sixth and seventh paragraphs are revised as shown below:

Summarizing, the AGT Alternative could involve ~~involves~~ potential impacts to adjacent wetlands and would require that a permit be obtained from the U.S. Army Corps of Engineers under Section 404 of the Clean Water Act. (PS)

AGT Alignment Option A. This option has the potential to affect the same adjacent wetlands (at Elmhurst Channel) as the comparable segment of the AGT Alternative. Under Option A, 0.03 acre of wetlands at Elmhurst Channel ~~could be disturbed during construction.~~ This acreage is included in the 0.18 ~~0.31~~ acre that could be affected by the entire AGT Alternative. (PS)

Page 3.16-34, the eighth paragraph that continues on to page 3.16-45 is revised as shown below:

AGT Alignment Option B. The westward shift of the AGT alignment under Option B would mean the construction corridor would traverse San Leandro Creek. An estimated 0.16 acre of tidal creek would lie adjacent to ~~within~~ the Option B

construction corridor. Consequently, Option B would have a greater potential impact to wetlands than the proposed project in this stretch, since the proposed project would not affect San Leandro Creek. This acreage is not included in the 0.18 ~~0.34~~ acre that could be affected by the entire AGT Alternative. Thus, if this option were selected, the total wetland acreage that could be affected ~~disturbed~~ for the entire alignment would be 0.34 ~~0.47~~ acre. (PS)

Pages 3.16-41 Figure 3.16-1(d) is revised to reflect revisions to jurisdictional wetlands mapping along the construction corridor, as shown on the following page.

Page 3.16-45, the first full paragraph beginning with *AGT Alignment Option D*. is revised as shown below:

AGT Alignment Option D. Construction of the guideway segment that crosses the fuel farm marsh could require the removal of topsoil within a 60-foot wide corridor through 520 linear feet of jurisdictional wetland. Disturbance in this corridor of approximately 31,200 square feet (0.72 acre) would be a significant impact. If this option were selected, the total wetland acreage that could be disturbed for the entire alignment would be 0.90 ~~1.03~~ acres. No work would be conducted within the Port of Oakland Deep Draft Harbor mitigation site. (S)

Page 3.16-45, Mitigation Measures *C-BR-1(i)* and *C-BR-1(ii)* are revised as shown below:

C-BR-1(i) Protect and Reduce Construction Corridor to Avoid or Reduce Wetland Disturbance (AGT A, AGT B, and AGT D).

In the areas where the construction rights-of-way are adjacent to encroach into tidal creeks, drainages or non-tidal wetlands, BART shall require that the construction right-of-way be narrowed to the extent possible to avoid ~~or reduce~~ temporary construction impacts. The jurisdictional wetlands shall be staked by a qualified biologist, and the construction corridor shall be no closer than five feet from the staked wetland. To ensure that equipment and personnel do not enter the wetland, a solid fence a minimum of 4-feet tall shall be constructed a minimum of 5 feet from the edge of the wetland. The fence can be built with metal t-stakes and plywood. This fence would have the added effect of limiting intrusion by animals into the work area. In addition, a qualified biologist shall be retained by BART to monitor the site during construction to ensure implementation of Best Management Practices (see Mitigation Measure C-BR-1(ii)). This measure may involve temporary closure or narrowing lanes of Airport Drive to allow access for construction equipment and activities from the roadway side. Temporary closure or narrowing of lanes shall be coordinated with the Port of Oakland. Access to and from OIA shall be maintained at all times. Any construction in the wetlands (Option D only) will be conducted between May 1 and November 15.

C-BR-1(ii) Adhere to Sound General Construction Practices in Areas Adjacent to Wetlands (AGT, AGT A, AGT B, and AGT D).

BART shall require that construction contractors implement Best Management

Practices to reduce construction-related impacts from sedimentation and contamination, consistent with permits required as part of the project (e.g., NPDES requirements, Corps 404 Permit, RWQCB 401 Certification, etc.) Best Management Practices shall include, but not be limited to, the flagging of all wetland areas adjacent to construction activities and the installation of silt fencing between wetland areas and all construction activities prior to the commencement of construction activities.

Section 5.2, Existing Parklands in the Project Corridor

The second paragraph of page 5.2-1 is revised as follows:

The 165-acre Lew F. Galbraith Municipal Golf Course was constructed in 1965 over a landfill (Port of Oakland, 1994). The golf course is located east of Airport Drive and south of Doolittle Drive (see Figure 5.2-1). The golf course site is owned by the Port of Oakland and was leased to the City of Oakland for operation and maintenance of a golf course. The various recreational and commercial uses at the golf course included a clubhouse, driving range, restaurant (at the clubhouse), and soccer field. The Port of Oakland and City of Oakland entered into a Memorandum of Understanding in 1994 allowing the Port of Oakland to use the golf course site as a disposal site for dredged materials from the deepening of Port channels. With the dredge disposal project, the recreational and related commercial uses of the site except the clubhouse, driving range, restaurant were scheduled to be closed for a period of approximately seven years. ~~The golf course will be restored at the same site once the dredging-related activities are completed.~~ Placement of dredged material at the golf course was completed in July 1998. Landfill capping and rough grading was scheduled for completion in October 2001.

There are no plans for replacement of the soccer field, since a new soccer field was made available at the Curt Flood Sports Complex in East Oakland during the summer of 1994 (Port of Oakland, 1994). The restaurant operated until 1997, while the clubhouse and driving range were open until August 1999. No public services have been provided at the golf course since August 1999 (Acosta, 2000). The golf course is scheduled to re-open in 2002.

Figure 5.2-1, Parklands in the Study Area, page 5.2-2, was modified to identify the corrected golf course boundary.

Section 6.3, Financial Feasibility and Local Financial Commitment

The text in the second paragraph on p. 6.0-7 of the DEIR/DEIS is revised as follows:

AGT. Capital expenses for the proposed project would be expected to be met by a combination of Alameda County's transportation sales tax revenues (Measure B), airport revenues, and state and regional funds. A total of approximately ~~\$143.5130~~ \$143.5130 million (in ~~2001~~ 1998 dollars) has been committed to the project. The Alameda County Transportation Sales Tax commits \$65.8 million to an AGT ~~with a provision for a possible addition of \$7.2 million in "Tier 2 funds," for a total of \$73 million (1998 dollars).~~

(Measure B also provides for a possible additional \$7.2 million (1998 dollars) in "Tier 2" funds; these are not considered committed funds and not included in the \$143.5 million.)
In April 2001 the Alameda County Transportation Improvement Authority (ACTIA) Board (which controls the Measure B funds) approved policies that clarified eligible costs and other issues related to the ACTIA Expenditure Plan, including provisions for escalation of the Measure B revenues. This policy is expected to escalate the committed project funding to \$75 million in 2001 dollars. The Port of Oakland has committed \$25 million (2001-1998 dollars) in airport revenues. The California Transportation Commission has approved \$5.5 million (2001 dollars) in STIP funds, and BART has committed to obtaining \$383.2 million (2001-1998 dollars) in state and regional funds. Potential state and regional funding sources identified include future STIP, ITIP and Bridge Tolls. The County Transportation Sales Tax is expected to provide for increased costs due to escalation and approved project scope changes or cost overruns. The Alameda County Transportation Improvement Authority (ACTIA) will adopt general policies concerning these items in 2001. Once these policy decisions are resolved, the funding commitments can be expressed in 2001 dollars.

The text in the fourth paragraph on p. 6.0-7 of the DEIR/DEIS is revised as follows:

The estimated capital cost of the AGT scenarios range from \$204 million (2001 dollars) for the 2-station AGT (proposed project) to \$232.2 million (2001 dollars) for the 4-station AGT with Option D. As noted above, the amount of funds currently committed to the project is approximately \$143.5 million (2001 dollars). Depending on the scenario selected ~~and resolution of the questions described above,~~ the AGT alternative may require an additional ~~\$35~~\$60.5 to ~~\$88~~\$88.7 million (2001 dollars). In addition, because construction is not expected to be completed until 2005, escalated costs during project construction were estimated. The escalated capital cost of the AGT scenarios range from approximately \$254 million for the 2-station AGT to \$278 million for the 4-station AGT with Option D. Conservatively considering committed funding at \$143.5 million in 2001 dollars, the AGT alternative may require an escalated \$110.5 to \$134.5 million (since future escalation of committed funds is not certain). Potential additional funding sources include, but are not limited to, ITIP funds, joint public/private ventures for the intermediate stations, Business Improvement District, Bridge Tolls, ~~and~~additional STIP funds, federal economic development funds and FAA demonstration project funds. BART is working with staff from the Alameda County Congestion Management Agency, ACTIA, and MTC to develop a full funding plan for the Connector project.

3.2 Other Revisions and Corrections

This Section 3.2 contains modifications and corrections to the text of the DEIR/DEIS that are necessary due to changes in regulatory requirements applicable to the project and the status of the Port's ADP, as well as correction of minor technical revisions and typographical errors. Changes to the DEIR/DEIS presented in this section reflect updates associated with several topics, including:

- **Clean Air Act Conformity Requirements.** In order to demonstrate conformity with federally-approved air quality plans, a project either must be included in a conforming transportation plan and program or must meet certain air quality criteria. Because the project was not included in a transportation plan and program at the time that the DEIR/DEIS was prepared, the DEIR/DEIS (pp. 3.12-9 and 3.12-19) included a demonstration that the project would meet the applicable criteria. As explained below, the Connector was subsequently incorporated in the applicable regional plan and program. Accordingly, the DEIR/DEIS is revised to demonstrate conformity based on the project's inclusion in a transportation plan and program.
- **Marsh Gumplant.** At the time that the DEIR/DEIS was prepared, the marsh gumplant was listed as a sensitive plant species. Analysis of and mitigation for impacts on this species were provided in the DEIR/DEIS (pp. 3.16-48 to 49). As explained below, the marsh gumplant has since been removed from the list of sensitive plant species. Accordingly, the DEIR/DEIS is revised to delete evaluation of impacts and mitigation for impacts on the marsh gumplant.
- **Status of Port ADP.** The Port's compliance with CEQA and NEPA in preparing the ADP was challenged in state and federal litigation. As explained below, subsequent to the preparation of the DEIR/DEIS, this litigation was resolved by settlement that allows the Port to proceed with certain ADP projects. Remaining issues in these cases are not expected to affect the Connector project.
- **Socioeconomics.** Refinements of alignment and station siting indicate that minor encroachments on certain additional parcels will require operating easements and additional acquisitions.
- **Financial Analysis.** At the time that the DEIR/DEIS was prepared, the Port of Oakland's ADP provided for the Airport AGT Station to be sited at the center of the new consolidated terminal. The Port has subsequently made design refinements to the OIA terminal layout to include an AGT station integrated into the new parking garage. While subject to further refinement, this changed configuration would result in minor adjustments to project ridership numbers. Accordingly, the financial analysis in Section 6 of the DEIR/DEIS has been updated to reflect the resulting ridership estimates, in order to provide the best available financial information for decision-makers.

None of the changes made to the DEIR/DEIS described in this Section 3.2 has changed the significance levels of Connector and Connector alternative impacts or required additional mitigation.

Executive Summary

Table S-2 on page S-24 is revised to correspond to the changes made to the mitigation measure in Section 3.3.

Topic/Impact Subject	Applicable Alternative							Mitigation Measures	Impact Significance after Mitigation
	NA	QB	AGT	AGT A	AGT B	AGT D	AGT STN		
Impact SE-1. Acquisition of property			✓	✓	✓		✓	<p>SE-1(i) Relocate Displaced Facilities or Compensate (AGT, <u>AGT A</u>, and AGT B, <u>AGT STN</u>). BART shall negotiate with the property owners of all affected parcels to minimize economic loss. For all displacement BART shall comply with the Federal Uniform Relocation Act (Public Law 91-646) and the California Relocation Act (Chapter 16, 7260 et. seq. of the Government Code) and related laws and regulations. Appropriate mitigation could involve relocating affected uses to another location on the property (several possible options are described below) or compensation for the existing property. Mitigation could also involve compensation for modification of existing property like Sam's Hofbrau, which does not involve relocation. If on-site relocation or modification of the affected uses is not feasible, BART will compensate the property owners in conformance with the state and federal relocation laws. Examples of possible on-site relocation of affected uses may include:</p> <ul style="list-style-type: none"> ▪ Chevron Gas property - relocate a portion of the canopy over the pumps. ▪ Circle K Gas Station and Car Wash - relocate the two pumps closest to Hegenberger Road and the canopy over them to the north side. ▪ Sam's Hofbrau Restaurant - seal the double door entrance on Hegenberger Road and relocate entrance to the north side of the building. 	Less than significant

Section 1.3 Purpose and Need

Page 1.3-5, new paragraphs are added before and following the first paragraph, and the first paragraph is revised to reflect the current status of the ADP:

The City of Alameda, City of San Leandro and a citizen group sued the Port of Oakland in state court, challenging the EIR prepared by the Port for the ADP under CEQA. On August 30, 2001, the California Court of Appeal issued an opinion concluding that the Port's EIR failed to adequately address noise and toxic air contaminant emissions associated with jet flights, and lacked appropriate mitigation for impacts on burrowing owls. The Port is required to revise the EIR to address these concerns.

The Federal Aviation Administration (FAA) must approve any physical improvements proposed for on-airport property. On December 21, 2000, the FAA issued a Record of Decision (ROD)/Finding of No Significant Impact (FONSI) for the Airport Development Program federal environmental review. The FAA also issued an unconditional approval of the associated Airport Layout Plan based on the analysis contained in its December 2000 Final Environmental Assessment. The approved Airport Layout Plan includes a preliminary route for the Connector project¹. The City of Alameda and citizen groups

have sued the FAA, challenging the ADP FONSI under NEPA. This litigation is currently pending in federal court.

On November 14, 2001, the Port entered into a settlement agreement with plaintiffs in both the federal and state litigation, allowing the Port to proceed with certain ADP projects. The resolution of the remaining issues in these lawsuits is not expected to affect the Connector project.

Section 2 Project Alternatives

Page 2.1-3, in the first paragraph under **Airport Development Program**, reference to “a six-level parking structure” is revised to read “a multi-level parking structure”.

The following footnote is added to the second sentence of the third paragraph, as shown below:

The ADP was also subject to environmental review by the Federal Aviation Administration (FAA). The FAA issued a Record of Decision/Finding of No Significant Impact on December 21, 2000.¹

¹ The City of Alameda and citizen groups have sued the FAA, challenging the ADP FONSI under NEPA. This litigation is currently pending in federal court. In addition, the City of Alameda, City of San Leandro and a citizen group sued the Port of Oakland in state court, challenging the EIR prepared by the Port for the ADP under CEQA. On August 30, 2001, the California Court of Appeal issued an opinion concluding that the Port’s EIR failed to adequately address noise and toxic air contaminant emissions associated with jet flights, and lacked appropriate mitigation for impacts on burrowing owls. The Port is required to revise the EIR to address these concerns. On November 14, 2001, the Port entered into a settlement agreement with plaintiffs in both the federal and state litigation, allowing the Port to proceed with certain ADP projects. The resolution of the remaining issues in these lawsuits is not expected to affect the Connector project.

Section 3.2 Land Use

Page 3.2-18, the third bullet is changed as follows:

- **Ratto Farm Site (a.k.a. ~~Metroport Site~~):** Approximately 11.1 acres along San Leandro Creek on the east side of Hegenberger Road, proposed in the Gateway study for 240,000 square feet of R&D office space;

Section 3.3 Socioeconomics

Page 3.3-12, the following bullets are revised and/or added to the bullet list of impacted properties under the AGT Alternative:

- Caltrans (currently leased by General Motors truck sales) property at 8099 Coliseum Way (APN 042-4328-008-01) – a partial acquisition affecting parking areas;
- Ramada Site (Metroport) at Hegenberger Road near Edgewater Drive (APN 042-4425-010-00) – a partial acquisition along the Hegenberger road frontage;

- Building at 675 Hegenberger Road that includes the Employment Development Department (EDD) (APN 042-4328-001-20) – a partial acquisition affecting parking;
- Various aerial operating easements.

Page 3.3-13, the discussion of AGT Alignment Option A impacts regarding acquisition of property is modified as follows:

AGT Alignment Option A. AGT Option A would affect the same parcels as the AGT Alternative. ~~(NI)~~ following additional parcel:

- Home Base at 633 Hegenberger Road (APN 042-4328-001-16) – a partial acquisition affecting parking.

This impact is considered significant. (S)

Page 3.3-13, the paragraph for the *AGT Intermediate Stops Option* is revised as follows:

AGT Intermediate Stops Option. ~~The AGT Intermediate Stops Option would have the same acquisition costs as the AGT Alternative.~~ The Doolittle Station would not involve any displacement other than the Teamsters property identified above for the AGT Alternative. The Edgewater Station would ~~not involve any displacement~~ require the acquisition of additional property for the station footprint and associated service vehicle parking. The land acquisition effects of this option would be ~~the same as those for the proposed project.~~ (NI) considered significant. (S)

Page 3.3-13, the two paragraphs after Mitigation Measures are revised as follows:

Mitigation Measures. The No Action and QB Alternatives would not have any potential displacement impacts and hence would not require mitigation measures. The AGT Alignment Option D, ~~and AGT Intermediate Stops Option~~ would also not have any potential impacts and, therefore, would not require any mitigation measures. The following mitigation measures would reduce the property-related impacts of the AGT Alternative, ~~and AGT Alignment Options A and B,~~ and the Intermediate Station at the Ramada Site (Edgewater) site to a less-than-significant level. (LTS)

SE-1(i) Relocate Displaced Facilities or Compensate (AGT ~~and~~, AGT A, AGT B, AGT-STN).

Section 3.4 Visual Quality

Table 3.4-1 on page 3.4-14 is revised to indicate the correct number of lanes in Section 1 of the Project Corridor:

Element	Section 1 Hegenberger Road: BART station to I-880	Section 2 Hegenberger Road: I-880 to Doolittle	Section 3 Airport Drive: Doolittle Drive to terminals
Lane and Median Size	8 6 lanes wide, three four lanes each direction; about 1.5-foot-wide median on stretch over BART and UPRR lines; no median in the rest of the section.	6 lanes wide, three lanes each direction; median about 15 feet wide narrowing to 1.5–2.0 feet for left turn lanes.	4 lanes wide, two lanes each direction; 2-foot-wide median.

Section 3.10 Biological Resources

Page 3.10-2, the first paragraph under the heading **Sensitive Plant Species** is revised to reflect the change in status of the marsh gumplant:

Sensitive Plant Species

Six of the 17 sensitive plant species reported to occur in the vicinity of the project corridor occur in coastal salt marsh habitat which is found in the project corridor: California sea blite, soft bird's beak, Point Reyes bird's beak, Mason's lilaepsis, hairless popcorn-flower, and marsh gumplant. One of these coastal salt marsh species, marsh gumplant (CNPS List 4 - plants of limited distribution), was observed in the project corridor during the field surveys. Several hundred individuals of marsh gumplant are found along the banks of each of the tidal creeks and drainages between San Leandro Creek and Arroyo Viejo Creek (also identified in this document as Damon Slough). This plant species also occurs in the non-tidal ditch just north of San Leandro Creek on the east side of Hegenberger Road (see Figure 3.10-1). As of the August 2001 CNPS list, marsh gumplant is no longer considered a species of limited distribution. CNPS considered including this species but determined that it was too common. Because of this change, marsh gumplant is not discussed any further in this document.

Figure 3.10-1 on page 3.10-3 is revised as shown on the following page to remove Marsh Gumplant from the legend.

Page 3.10-6, the bottom paragraph is revised as shown below to clarify discussions with the USFWS regarding the wetland area between the Lew F. Galbraith golf course and Airport Drive:

The wetland area on the Lew F. Galbraith Golf Course site and the fuel farm marsh contain areas of pickleweed that could provide potentially suitable habitat for both

species. Trapping was conducted for both species in 1985 at the fuel farm marsh (Harvey, 1985) and in 1989 and 1990 in the central basin of OIA (Port of Oakland, 1997). Neither species was captured in a total of 1,700 trap nights. The Lew F. Galbraith Golf Course area was not included in either of these trapping efforts. Dr. Howard Shellhammer (salt-marsh harvest mouse expert permitted by USFWS to handle this species) visited the project corridor adjacent to the Lew F. Galbraith Golf Course on April 19, 2000 and concluded that the area is too small and isolated to support either the salt-marsh harvest mouse or the salt-marsh wandering shrew. The USFWS ~~was informed of this finding and recommended that trapping be conducted this year to confirm Dr. Shellhammer's assessment (Hankins, 2001).~~ concurred with Dr. Shellhammer that the salt-marsh harvest mouse is not likely to occur in this portion of the project corridor and indicated that further trapping studies would not be required for this species in this area (Hankins, 2000). In contrast, USFWS did recommend that trapping be conducted at the fuel farm marsh (which would be affected by AGT Option D only) south of the Lew F. Galbraith Golf Course (Hankins, 2001). Accordingly, a trapping program was designed and implemented by Dr. Shellhammer with assistance of H.T. Harvey and Associates biologists in May and June 2001. The program involved placement of four trapping grids (six rows of 10 traps each for a total of 60 traps per grid) within the pickleweed habitat of Fuel Farm Marsh. Trapping grids were concentrated in the Airport Drive side of the marsh; the area that would be the most affected by Option D. All four grids were trapped simultaneously, twice for four consecutive nights, for a total of 1,920 trap nights (H.T. Harvey and Associates, 2001). No salt marsh harvest mice nor any other sensitive rodent species were captured during this effort (H.T. Harvey and Associates, 2001). Because of the intense trapping effort conducted without capturing any salt marsh harvest mice, they are presumed absent from the area (H.T. Harvey and Associates, 2001). The results of the trapping survey have been transmitted to the USFWS and CDFG. The USFWS indicated that based on the trapping results, salt-marsh harvest mice are not likely to occur in the project area (Hankins, 2001).

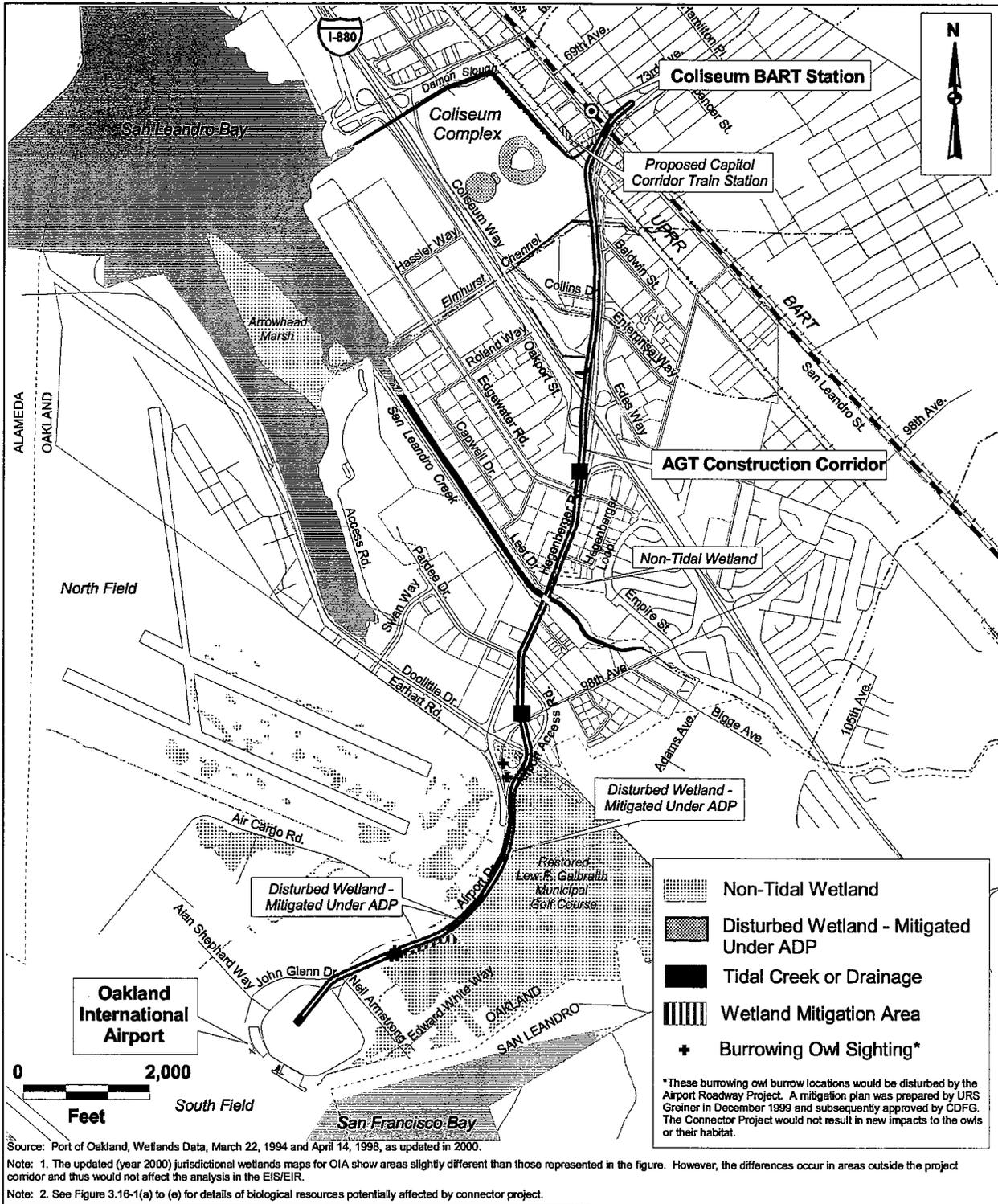


Figure 3.10-1
Biological Resources Within and Adjacent to the Project Corridor

Page 3.10-22, the following reference is added after the first entry on the page:

Don Hankins, U.S. Fish and Wildlife Service, email to EIP Associates, June 20, 2001.

Section 3.12 Air Quality

Page 3.12-3, the paragraph under **Plans and Policies** is revised as follows to reflect updates to Clean Air Act conformity status:

~~**The Bay Area Air Quality Plan on Conformity.** As directed by the CAA and California law, the BAAQMD is the local agency principally responsible for implementing state and federal air quality requirements. EPA approval of the 1982 Bay Area Air Quality Plan (referred to as the 1982 Plan), which indicates how the BAAQMD will implement federal air quality requirements, incorporated the 1982 Plan into the State Implementation Plan (SIP), and made the 1982 Plan federally enforceable. The BAAQMD updated the 1982 Plan and adopted the Bay Area '91 Clean Air Plan to implement the requirements of the California Clean Air Act of 1988. As required by the California Clean Air Act and subsequent 1992 amendments, the BAAQMD also prepared the 1994 Clean Air Plan Update and the Bay Area '97 Clean Air Plan. As a consequence of the 1998 redesignation of the Bay Area to nonattainment for the federal ozone standard, and under the EPA's direction, the BAAQMD prepared and submitted the Bay Area Ozone Attainment Plan in June 1999 (the 1999 Plan) as a revision to the SIP. The 1999 Plan was disapproved in part by EPA on September 20, 2001. In response, the BAAQMD prepared and revised the San Francisco Bay Area 2001 Ozone Attainment Plan, which has undergone public workshops and was adopted by the BAAQMD Board of Directors, the MTC and the ABAG Administrative Committee on October 26, 2001. This attainment plan has not yet been approved by EPA. On September 28, 2000, the BAAQMD released for public review a draft 2000 Clean Air Plan as required by the California Clean Air Act.~~

Page 3.12-4, the last sentence of the first paragraph is revised as follows:

These procedures specify that MTC must demonstrate, through modeling, that the motor vehicle emissions associated with a project are lower than the approved emission budgets listed in the 1999 SIP applicable SIP (or SIP submission) in order for a project to be found in conformity.

Page 3.12-4, the third paragraph under **EPA Conformity Regulations** is revised as follows:

~~In November 1993, the EPA promulgated final rules for determining conformity of transportation plans, programs, and projects. EPA has subsequently revised these rules. These current rules, which are found in 40 CFR, Part 93, Subpart A, together with the approved regional conformity procedures mentioned above govern the conformity assessment for this project. EPA has proposed to approve, for conformity purposes, the motor vehicle emissions budget included in the 1999 plan, but final approval has not~~

~~occurred. Therefore, emissions budgets included in the 1994 ozone maintenance plan continue in effect for making conformity determinations. , and they have been further affected by a March 2, 1999 federal court decision. These current rules, which are found in 40 CFR, Part 93, Subpart A, together with the approved regional conformity procedures mentioned above and the EPA and FHWA guidance on implementing the 1999 court decision, govern the conformity assessment for this project. In its September 20, 2001 partial disapproval of the 1999 Bay Area Ozone Attainment Plan, EPA disapproved (without a protective finding) the Plan's attainment assessment and the associated motor vehicle emissions budgets, effective October 22, 2001. On November 30, 2001, CARB submitted the revised 2001 Bay Area Ozone Attainment Plan for EPA approval as a revision to the SIP. The EPA approved the motor vehicle emissions budget in the revised 2001 Bay Area Ozone Attainment Plan on February 14, 2002.~~

Page 3.12-9, the paragraphs under **Conformity Assessment** are revised as shown below to reflect updated the Project's conformity status:

Conformity Assessment

In order to demonstrate conformity with the federally approved SIP and the Clean Air Act a project must, as required by MTC Resolution No. 3075, come from a transportation plan and program that have been found to conform and, with regard to CO and PM₁₀ emissions, the project must not cause or contribute to any new localized pollutant violations or increase the frequency or severity of any existing violations.

~~The Connector project is not included in the current RTP and RTIP. The project, therefore, must:~~

- ~~• not interfere with the implementation of any Transportation Control Measure;~~
- ~~• not increase frequency or severity of any CO or PM₁₀ violations;~~
- ~~• comply with PM₁₀ control measures; and~~
- ~~• result in a reduction of motor vehicle emissions below the budget.~~

The Connector project is included in the 2001 TIP adopted by MTC on September 27, 2000 with conformity findings (MTC Resolution No. 3300) and in the 2001 RTP adopted by MTC on December 19, 2001 without conformity findings (MTC Resolution Nos. 3425 and 3427). The EPA approved the motor vehicle emissions budget in the revised 2001 Bay Area Ozone Attainment Plan on February 14, 2002. MTC made findings of conformity for the 2001 RTP based on the approved motor vehicle emissions budget in the revised 2001 Bay Area Ozone Attainment Plan on March 15, 2002 (MTC Resolution No. 3432). Therefore, the Connector meets the first criterion for compliance with Clean Air Act conformity requirements for transportation projects.

~~Neither the AGT nor its alignment design alternatives will interfere with any transportation control measure; therefore, the project meets the first criterion. To determine address if the Connector meets the second criterion, the cumulative CO~~

~~determine address~~ if the Connector meets the second criterion, the cumulative CO concentrations near roadways and roadway intersections predicted under the AGT, QB and No Action Alternatives, for all years of analysis, are compared with CO CAAQS and NAAQS. To determine if the project alternative meets the conformity criteria of reducing the number and severity of local CO violations, cumulative concentrations estimated for the QB and AGT are compared to estimated for the No Action Alternative. Where no violations are predicted under the No Action Alternative, if there are no new exceedances of the state or federal CO standards, then the project meets this criterion.

Page 3.12-19, the paragraphs under **Conformity Assessment** are revised as follows:

The build alternatives are in compliance with transportation conformity regulations as defined by 40 CFR Part 93, Subpart A and MTC Resolution No. 3075.

~~Neither the AGT nor its alignment design alternatives will interfere with any transportation control measures. The Connector project is acknowledged in the RTP as a "Track 2" project, meaning that the project is desirable but does not have funding to be implemented. As such, the project is not included among the road and transit improvements that are counted upon to attain and maintain the ambient air quality standards and to implement the earlier referenced air quality management plans. While the Connector project is not included in the most recently approved RTP and RTP, The Connector project is included in the 2001 TIP adopted by MTC on September 27, 2000 with conformity findings (MTC Resolution No. 3300) and in the 2001 RTP adopted by MTC on December 19, 2001 without conformity findings (MTC Resolution Nos. 3425 and 3427). The EPA approved the motor vehicle emissions budget in the revised 2001 Bay Area Ozone Attainment Plan on February 14, 2002. MTC made findings of conformity for the 2001 RTP based on the approved motor vehicle emissions budget in the revised 2001 Bay Area Ozone Attainment Plan on March 15, 2002 (MTC Resolution No. 3432). Therefore, the Connector meets the first criterion for compliance with Clean Air Act conformity requirements for transportation projects.~~

Tables 3.12-5 through 3.12-8 show the project-specific CO emissions from the QB and AGT Alternatives are below the No Action Alternative for all years analyzed. The AGT Alternative would not increase frequency or severity of any CO violations as the AGT Alternative would result in a decrease from the No Action concentration for all years of analysis. It has also been shown that the QB and AGT Alternatives can reasonably be assumed to not cause an increase in PM₁₀ emissions both on a local and regional level.

There are no specific PM₁₀ control measures required for on-road motor vehicles for this project. To ensure that the project construction does not produce any significant PM₁₀ impacts, BART will implement the construction mitigation measures identified in Section 3.16, Construction Impacts, in accordance with BAAQMD/CEQA guidance.

~~As shown in Section 3.1, Transportation, the QB and AGT Alternatives result in fewer automobile vehicle trips and, thus, the build alternatives would result in a reduction in the motor vehicle emission budget. Therefore, by meeting the four requirements for~~

~~projects not included in the RTP or RTIP, the QB and AGT Alternatives satisfactorily conform with the first criterion for demonstrating conformity.~~

As presented in Tables 3.12-11 through 3.12-14, there are no predicted CO concentrations above either the 1-hour or 8-hour CAAQS or NAAQS for any year analyzed. Since there are no predicted exceedances of the state or federal standards, and since there is no increase in frequency or severity of an existing violation, the QB and AGT Alternatives meet the second criterion for demonstrating air conformity.

Page 3.16-48, *Impact C-BR-5, Effect on Marsh Gumplant*, is deleted along with the paragraph describing the mitigation measures.

Impact C-BR-5. Effect on marsh gumplant

~~No Action and QB Alternatives. The No Action and QB Alternatives would not affect marsh gumplant because it does not occur where new construction is proposed. (NI)~~

~~AGT Alternative. The construction right-of-way for the aerial guideway would encroach into the upland margins of wetlands bordering Elmhurst Channel. As a result, construction activities could affect marsh gumplant, recognized by the CNPS as having limited distribution. Loss of this coastal salt marsh species would be considered a significant effect. (PS)~~

~~AGT Alignment Options A and B. Construction of the Option A or B Alignments would result in similar potential impacts to marsh gumplant along Elmhurst Channel and San Leandro Creek. (PS)~~

~~AGT Alignment Option D. Marsh gumplant was not observed within the Option D alignment at the fuel farm marsh during reconnaissance level field surveys. Therefore, construction of the AGT through the fuel farm marsh is not expected to have an effect on this species. However, if they are discovered during the creation of a wetlands mitigation/restoration plan as required under BR-1(i) and BR-1(ii), they will be included in the restoration design. (LTS)~~

~~AGT Intermediate Stops Option. Construction of either of the intermediate AGT stops would not disturb marsh gumplant, because none exists within, or adjacent to, these proposed areas. (NI)~~

~~**Mitigation Measures.** The No Action and QB Alternatives, AGT Alignment Option D, and AGT Intermediate Stop Option would not have any potential impacts and, hence, would not require mitigation measures. For those alternatives that could potentially affect the marsh gumplant, AGT, AGT A, and AGT B, experience has shown that marsh gumplant has been successfully restored in other locations in the San Francisco Bay Area (Reynolds, 1995; Reynolds, 1999). Compliance with Mitigation Measures C-BR-1(i), C-BR-1(ii), and C-BR-1(iii) (i.e., avoiding or reducing effects to wetlands, sound construction practices, and proper discharge of construction water), as well as BR-1(i) (Restore Disturbed Wetland Areas) and BR-1(ii) (Mitigate Permanent and Temporary Loss of Wetland Habitats), would reduce the potentially significant impact of the alignments to a less than significant level. (LTS)~~

Page 3.16-69, the following revisions are made under the cumulative analysis.

Cumulative biological resources, noise, air quality, and transportation impacts would be considered significant. Mitigation Measures C-BR-1(ii) and C-BR-3(i) for biological resources require sound general construction practices in areas adjacent to wetlands and preconstruction surveys for nesting birds would mitigate significant cumulative impacts on wetlands and other sensitive biological habitat in the project corridor. Mitigation Measures C-NV-1(i) (noise), C-EN-1(i) (energy), and C-AQ-1(i) (air quality) requiring implementation of Best Management Practices and energy conservation measures to reduce construction related noise impacts, energy consumption, and air emissions, respectively, would mitigate significant cumulative noise, energy, and air quality effects. Nevertheless, noise impacts from the use of heavy construction equipment and the size and duration of construction related to the cumulative projects along the Hegenberger Corridor would likely remain significant and unavoidable.

Page 4.0-8, the following revisions are made to Section 4.4 Significant Cumulative Impacts.

Construction Activities. The AGT Alternative, in combination with other development projects in the project corridor, could result in cumulatively significant effects during the construction period on local traffic circulation, the visual character of the streetscape, erosion and sedimentation, biological resources, noise levels, air emissions, energy consumption, and accidental releases of hazardous materials. Implementation of mitigation measures (including construction management plans and specific contractor practices) identified in Section 3.16 (Construction) would reduce all cumulative construction impacts, except transportation-related and noise impacts, to a less than significant level.

Section 6.0 Financial Considerations

Page 6.0-1, the first paragraph is revised as follows:

6.1 Introduction

This section considers the costs of each alternative and design option by evaluating capital costs, annual operating and maintenance costs, and cost effectiveness. The primary factors considered in this section are derived from the FTA New Starts Criteria. While New Starts funding is not anticipated for this project, FTA's *Technical Guidance on Section 5309 New Starts Criteria* (July 2000) provides useful tools for the general evaluation of a proposal's costs and cost effectiveness.

At the time that the DEIR/DEIS was prepared, the Port of Oakland's ADP provided for the Airport AGT Station to be sited at the center on the new consolidated terminal, located perpendicular to and above the terminal access roads. The Port has subsequently made design refinements to the OIA terminal layout. While subject to further refinement, the Port currently proposes a station integrated into the new multi-story parking garage. Because passenger walk time between airport facilities and the AGT station is an important factor in the model used to estimate Connector ridership, minor adjustments to ridership numbers result from this changed configuration. Accordingly the financial analysis in this section has been updated to reflect the resulting travel times and ridership, in order to provide the best financial information for decision-makers. In addition, although this section includes financial analysis for AGT with Option D alignment, the changes in airport layout would make Option D infeasible.

Page 6.0-4, the following revisions are made to Section 6.2.3 O&M Costs and Fare Revenues:

Based on estimated ridership and O&M costs for each alternative, Table 6-3 indicates the projected BART and Connector O&M fare revenues resulting for each alternative in both 2005 and 2020. As with the current AirBART service today, anticipated fare revenues generated by the Connector in both 2005 and 2020 are projected to cover O&M expenses for all Connector alternatives. Net annual revenue in 2005 would range from a low of \$1.7 2.3 million with the No Action and \$3.2 million with the Quality Bus, to an estimated \$4.3 4.2 million with the two-station AGT Option D. As a result of design changes at the airport terminal, Option D is no longer feasible. If the Option D alignment were rerouted to the planned airport garage, rather than going directly to the terminal as described in the DEIR/DEIS, the Option D alignment would attract slightly fewer patrons than the preferred alternative due to a slightly longer alignment resulting in a slightly longer trip time.

Net annual revenue in 2020 would be higher for all alternatives and would range from \$3.0 2.5 million for the No Action Alternative to \$13.1 12.4 million for the 4-station AGT with Option D. As noted above, Option D is no longer feasible. Of the other AGT alignments, the 4-station AGT generates the highest net annual revenue (\$9.4 million). Increases in O&M expenses are matched by the anticipated increase in ridership and

therefore an increase in fare revenues. Given that the Connector is bridging a relatively small gap to an existing rail system, no increase in the operating cost per passenger mile for the entire BART system is expected from any of the alternatives. According to the FTA's evaluation methodologies, this means that the operating efficiency of the Connector is high.

Table 6-3
Estimated O&M Costs and Fare Revenue in 2005 and 2020
(expressed in millions in 2000 dollars)

Alternative	Annual Ridership	Connector Fare Revenue ⁽¹⁾	BART Fare Revenue ⁽²⁾	BART Plus Connector Fare Revenue	Total O&M Costs ⁽³⁾	Net Annual Revenue ⁽⁴⁾
Year 2005						
No Action	0.7	\$1.4	\$15.2-1	\$29.3-5	\$1.2	\$1.7 2-3
QB	1.2	\$2.4	\$2.6	\$5.0	\$1.8	\$3.2
AGT – 2 stations	1.9 2-2	\$3.8 4-4	\$4.0 4-7	\$7.8 9-1	\$5.7	\$2.1 3-4
AGT – 4 stations	2.7 2-9	\$3.6 7-6	\$5.7 6-2	\$9.4 13-8	\$7.6	\$1.8 6-2
Option D– 2 stations ⁽³⁾⁽⁵⁾	2.4	\$4.8	\$5.2 5-1	\$10.0 9-9	\$5.7	\$4.3 4-2
Option D– 4 stations ⁽⁵⁾	3.2	\$4.6 8-0	\$6.8	\$11.4 14-8	\$7.6	\$3.8 7-2
Year 2020						
No Action	1.2	\$2.4	\$2.6 2-1	\$5.0 4-5	\$2.0	\$3.0 2-5
QB	2.2	\$4.4	\$4.7	\$9.1	\$2.4	\$6.7
AGT – 2 stations	3.4 4-0	\$6.8 8-0	\$7.3 8-5	\$14.1 16-6	\$7.3	\$6.8 9-2
AGT – 4 stations	4.9 5-5	\$6.6 7-6	\$10.5 11-7	\$17.1 19-3	\$7.7	\$9.4 11-6
Option D– 2 stations ⁽³⁾⁽⁵⁾	4.4 4-2	\$8.4	\$9.5 8-9	\$17.9 17-3	\$7.3	\$10.6 10-0
Option D– 4 stations ⁽⁵⁾	5.8 5-7	\$8.4 8-0	\$12.4 12-1	\$20.8 20-1	\$7.7	\$13.1 12-4

Source: BART, Lea+Elliott, and WSA

Notes: The proposed project is highlighted.

- (1) For airport passengers and employees traveling between Coliseum Station and OIA. Connector fare between the Coliseum-BART Station and the Airport is assumed to remain at \$2 per trip for each alternative. Does not include intermediate station riders.
- (2) BART fare to the Coliseum Stations and (for purposes of this EIR) to either intermediate station is assumed to be \$2.13 per trip for each alternative, which is the current average trip fare for the system and represents an average 13 mile trip on BART.
- (3) Options A, B and D will not have an appreciable effect on O&M costs for any of the AGT scenarios.
- (4) AGT alignment options will not have an appreciable effect on O&M costs for any of the AGT scenarios.
- (5) Not all rows total exactly due to rounding.
- (6) Option D is no longer feasible due to design changes at OIA.

The following revisions are made to Section 6.2.4 Cost-Effectiveness, Incremental cost per Incremental Passenger, beginning with second full paragraph on page 6.0-5:

The incremental cost per incremental passenger provides a comparison of the cost per new rider for each alternative. Table 6-4 summarizes the cost effectiveness calculations by combining the annualized capital cost and systemwide O&M costs into a total annualized cost for each alternative. Systemwide O&M costs include BART's systemwide costs and the O&M costs of the alternative.¹ This annualized cost is

¹ These comparisons are based on annual O&M costs and do not take into account revenues that would offset O&M costs. If revenues are included in the calculation, the cost per new rider would be reduced for all alternatives. However, their relative cost-effectiveness would be the same; that is, the Quality Bus would remain the most cost-effective for the three Connector alternatives and the AGT with four stations would remain the most cost-effective of the AGT options.

divided by the projected annual ridership for each alternative compared to the No Action alternative. The resulting dollar amount provides a comparison of the relative cost effectiveness of each alternative as defined by FTA New Starts Criteria. The three alternatives compared in Table 6-4 are QB, AGT with two stations, and the AGT with four stations. The AGT alternatives are based on the proposed project alignment (without Option D).

The incremental cost per new rider for the QB alternative compared to the No Action alternative is \$2.97. The proposed AGT project without intermediate stations is ~~\$7.53~~ 9.52 per new rider compared to No Action. With intermediate stations, the incremental cost per new rider for the AGT alternative decreases to ~~\$4.92~~ 6.25 compared to No Action. These comparisons indicate that the Quality Bus alternative is the most cost efficient alternative (\$2.97 compared to ~~\$7.53~~ 9.52 for the 2-station AGT and ~~\$4.92~~ 6.25 for the 4-station AGT) However, due to the increased ridership expected from the 4-station configuration, the 4-station design provides a more cost efficient AGT option (~~\$7.53~~ 9.52 for 2-station, ~~\$4.92~~ 6.25 for 4-station) by garnering a greater overall ridership and lower cost per new rider than the proposed project. The 4-station AGT also is significantly closer to the cost efficiency provided by the Quality Bus alternative.

Table 6-4 on page 6.0-6 is revised as follows:

Table 6-4 Cost-Effectiveness Calculation: Incremental Cost per Incremental Passenger-2020								
Factor	Alternative				Comparison			Source/Calculation
	No Action	QB	AGT – 2 Stations	AGT – 4 Stations	2-Station AGT vs. No Action	4-Station AGT vs. No Action	QB vs. No Action	
1. Annualized Capital Cost (2000\$)	\$-	\$2,513,270	\$15,583,494	\$17,566,700				Source: Lea+Elliott, June 2000
2. Total Systemwide Annual O&M Cost ⁽¹⁾ (2000\$)	\$376,000,000	\$376,400,000	\$381,300,000	\$378,700,000 <u>\$381,700,000</u>				Source: BART FY01 budget; Lea+Elliott, June 2000
3. Total <u>Systemwide</u> Annualized Cost in 2020 ⁽¹⁾ (2000\$)	\$376,000,000	\$378,913,270	\$396,883,494	\$396,266,700 <u>\$399,266,700</u>				Calculation: Total cost = annualized capital cost + annual O&M cost (Line 1 + Line 2)
4. Total <u>Systemwide</u> Annual Ridership in 2020 ⁽¹⁾	132,105,560	133,087,410	134,870,560 <u>134,299,570</u>	136,221,781 <u>135,830,360</u>				Source: BART FY01 budget; CCS Mode Choice Model
5. Incremental Annualized Cost					\$20,883,494	\$20,266,700 <u>\$23,266,700</u>	\$291,3270	Calculation: Subtract total annualized costs (Line 3) for: <ul style="list-style-type: none"> ▪ No Action from 2-station AGT ▪ No Action from 4-station AGT ▪ No Action from QB
6. Incremental <u>Systemwide</u> Annual Ridership					2,774,000 <u>2,194,010</u>	4,116,221 <u>3,724,800</u>	981,850	Calculation: Subtract total annual ridership (Line 4) for: <ul style="list-style-type: none"> ▪ No Action from 2-station AGT ▪ No Action from 4-station AGT ▪ No Action from QB
7. Cost-Effectiveness (Incremental Cost per New Rider)					\$7.53 <u>\$9.52</u>	\$4.92 <u>\$6.25</u>	\$2.97	Calculation: Divide incremental annual cost (Line 5) by incremental annual ridership (Line 6) for: <ul style="list-style-type: none"> ▪ No Action vs. 2-station AGT ▪ No Action vs. 4-station AGT ▪ No Action vs. QB

Source: BART

Note: ⁽¹⁾ Systemwide O&M costs for the BART system include O&M costs for the respective Connector alternative.

Section 7.3 Summary of Public Agency Coordination

Page 7.0-3, the following bullet is added as the seventh bullet:

- the Department of the Interior on Section 4(f) issues (see Volume II, Section 2.3, Additional Agency Correspondence)

Section 9.1 Lead Agencies

Page 9-1, the following is added as the second bullet on the page:

- Ray Sukys, Director, Office of Planning & Program Development

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