Section 1
Introduction

1.1 BACKGROUND

The EIR Process following Release of the Draft EIR

A Draft Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) was prepared by the San Francisco Bay Area Rapid Transit District (BART) to disclose the potential environmental effects of the proposed East Contra Costa BART Extension (eBART) project (Proposed Project). The Draft EIR, issued for public review in September 2008, included a description of the Proposed Project, an assessment of its potential effects, a description of possible mitigation measures to reduce significant effects that were identified in the Draft EIR, and a consideration of alternatives that could address potential impacts. The Proposed Project consists of an approximately 10-mile extension of transit service from the current BART terminus in Contra Costa County at the Pittsburg/Bay Point BART Station to a point just east of Hillcrest Avenue in the City of Antioch. The extension would use a Diesel Multiple Unit technology, rather than conventional BART technology, and would operate in the median of State Route 4 (SR 4) (see below for further description of the Proposed Project).

The 45-day public review period for the Draft EIR began on September 19, 2008 and ended November 5, 2008. During this time frame, the document was reviewed by various state, regional, and local agencies, as well as by interested organizations and individuals. Written comments were received from 12 public agencies (state, regional, and local), 2 organizations, and 48 individuals. Two public hearings were held to obtain oral comments on the Draft EIR: one on October 13, 2008 at the Nick Rodriguez Community Center at 215 F Street in Antioch, and the second on October 16, 2008 at the City of Pittsburg Civic Center at 65 Civic Avenue. Comments were received from members of the public during the public hearings; the majority of these comments were presented orally but some members of the public offered comments directly to the court reporter provided by BART to record the hearings.

This document responds to comments on the Draft EIR that were raised during the public review period, and contains revisions intended to correct, clarify, and amplify the Draft EIR. The responses and revisions in this document substantiate and confirm the analyses contained in the Draft EIR. No new substantial environmental impact and no increase in the severity of an earlier identified impact have surfaced in responding to comments. Together, the previously released Draft EIR and this "Responses to Comments" document constitute the Final Environmental Impact Report (Final EIR). As the lead agency, BART must certify the Final EIR before action can be taken on the Proposed Project. Certification requires that the lead agency make findings that the Final EIR complies with CEQA.

Project Description

The Proposed Project that is the subject of this EIR is a 10-mile transit extension with two new stations, located in Pittsburg and Antioch, as well as a transfer platform connecting to the existing BART system near the Pittsburg/Bay Point Station. The Proposed Project represents the first 10-mile segment of an eventual 23-mile transit corridor that would serve the communities of Pittsburg, Antioch, Oakley, Brentwood, and Byron/Discovery Bay. The recommended Diesel Multiple Unit (DMU) rail technology uses a self-propelled passenger vehicle that has one or more diesel engines for propulsion power. These trains, popular in Europe, do not need a dedicated locomotive. The word "Multiple" refers to the fact that these single vehicles can be coupled together to become a train of multiple units under the control of a single operator.

The DMU trains would operate on tracks to be constructed in the median of State Route 4 (SR 4). The portion of SR 4 between the Pittsburg/Bay Point BART Station and Loveridge Road has already been widened to accommodate transit service. The portion of SR 4 between Loveridge Road and Hillcrest Avenue is proposed for widening by the State Department of Transportation (Caltrans) and the Contra Costa Transportation Authority (CCTA). The Federal Highway Administration (FHWA), Caltrans, and CCTA have completed environmental review of the widening project. The schedule for construction and operation of eBART is contingent on the scheduled Caltrans widening of SR 4 east of Loveridge Road.

A transfer platform and two stations would be constructed as part of the Proposed Project. The transfer platform, which would link DMU passengers to the BART system would be constructed east of the existing Pittsburg/Bay Point BART Station platform, in the existing BART tailtrack area. A new passenger station would be constructed in the median of SR 4 at Railroad Avenue in the City of Pittsburg, and a terminus station would be constructed in the median east of the Hillcrest Avenue interchange in the City of Antioch. Three optional locations for the terminus station were evaluated in the Draft EIR; two of these optional locations would be located north of SR 4 in the area between SR 4 and the Union Pacific Mococo Line. The third option would also be located within the SR 4 median east of the Proposed Project station. In addition, a maintenance facility would be constructed as part of the Proposed Project, east of the Hillcrest Avenue Station.

Revised Median Station East Station Option

Following release of the Draft EIR in September 2008, the City of Antioch, through the Ridership Development Plan process, developed a refinement to the original Median Station East station option, referred to as the Revised Median Station East option in this document. In collaboration with the City, BART is introducing the Revised Median Station East option in the eBART EIR. Section 1.4, Ridership Development Plans, provides an update of the ridership development process for the Railroad Avenue Station and the Hillcrest Avenue Station since the release of the Draft EIR and describes development potential associated with each of those

planning efforts. Section 1.5, Revised Median Station East Option, describes the new station option and the impacts associated with it. The analysis in Section 1.5 demonstrates that there are no new, or substantially more severe, significant environmental impacts associated with the Revised Median Station East option than were identified for the original option in the Draft EIR. Mitigation measures discussed in the Draft EIR for the original Median Station East option will be equally applicable and effective for the revised option. Accordingly, this document, in addition to responding to comments, serves to incorporate the Revised Median Station East option in the Final EIR.

BART's goal remains the eventual extension of transit service through Oakley and Brentwood to Byron/Discovery Bay as recommended by a 2002 feasibility study that examined different alignments and technologies to extend transit services to East Contra Costa County. However, funding for this full system is undefined at this time, and major questions are unresolved regarding the route, station locations, and local plans for development. It is highly speculative when such improvements could be implemented in the near future. As a result, rail expansion along the full project corridor is likely to occur over multiple phases.

Interim Improvements to Hillcrest Station Park-and-Ride Lot

The Hillcrest Avenue Median Station parking lot for the Proposed Project would incorporate the existing park-and-ride lot at Hillcrest Avenue and Sunset Drive (Hillcrest Park-and-Ride Lot). BART, in cooperation with the Eastern Contra Costa Transit Authority (Tri Delta Transit), may implement interim operational and aesthetic improvements to the Hillcrest Park-and-Ride Lot, prior to the construction of the Proposed Project. Section 1.6 below describes the interim improvements to the existing Hillcrest Avenue Park-and-Ride Lot that would ultimately be incorporated into the Hillcrest Avenue Station parking facility. The analysis in Section 1.6 demonstrates that there are no new, or substantially more severe, significant environmental impacts associated with the interim improvements proposed for the Hillcrest Station Park-and-Ride Lot.

Project Alternatives

In addition to the Proposed Project, the Draft EIR considered and evaluated four project alternatives as enumerated below. These alternatives are described in detail in Section 5 of the Draft EIR.

- A No Project Alternative that considers the consequences of not extending transit services beyond the Pittsburg/Bay Point BART Station. This alternative would involve continuation of the existing Tri Delta Transit District bus system and implementation of additional express bus service from East County communities to the BART system.
- A Bus Rapid Transit (BRT) Alternative that considers technical and operational transit improvements using buses in the same alignment as the Proposed Project. The system is designed to emulate the service levels provided by a rail system. Amenities would be provided at stations, and portions of the route could be constructed with exclusive

transit lanes or other transit preferential treatments in order to bypass areas of localized traffic congestion. BRT stations would be at the same locations as proposed for the Proposed Project.

- A Light Rail Vehicle (LRV) Alternative that would use an electric-powered light rail vehicle technology operating in the same alignment as the Proposed Project. This alternative would require the installation of overhead electric lines that would power the vehicles. Stations and a maintenance yard would be at the same locations as proposed for the Proposed Project.
- A conventional BART Extension Alternative that uses full-length BART trains and systems in the same alignment as the Proposed Project. This alternative would consist of an extension of the electrically-powered, exclusive-use right-of-way BART system with one station at Hillcrest Avenue and a maintenance yard facility.

Additional alternatives were considered in a screening-level analysis and determined to be infeasible, and therefore were not carried forward for full evaluation. These alternatives and the results of the screening analysis are also described in Section 5 of the Draft EIR.

1.2 PURPOSE OF THIS RESPONSES TO COMMENTS DOCUMENT

Under the California Environmental Quality Act (CEQA), BART is required, after completion of a Draft EIR, to consult with and obtain comments from public agencies having jurisdiction by law with respect to the Proposed Project, and to provide the general public with an opportunity to comment on the Draft EIR. As the lead agency, BART is also required to respond to significant environmental issues raised in the review and consultation process.

This Responses to Comments document has been prepared to respond to public agency and general public comments received on the Draft EIR for the eBART project, which was circulated for a 45-day public review period, September 19, 2008 to November 5, 2008, and to respond to comments received at the public hearings, which were held on October 13, 2008 and October 16, 2008. This document contains the public comments received on the Draft EIR, written responses to those comments, and changes made to the Draft EIR in response to the comments.

The emphasis in the Responses to Comments document is to provide clarification and further substantiation for the analysis and conclusions presented in the Draft EIR. Additionally, the responses seek to correct and remedy minor technical mistakes or errors identified in the Draft EIR. Thus, the thrust of the Responses to Comments document is to address concerns raised about the adequacy of the Draft EIR and the process by which BART conducted the CEQA process. Other comments that express an opinion about a preferred alignment, station location, or technology are acknowledged in this document, but because they concern the merits of the project or a project alternative, rather than the adequacy of the Draft EIR, this document does not provide a response that examines the advantages and disadvantages of the commentor's

preference. The State CEQA Guidelines stipulates that responses should pertain to major or significant environmental issues raised by commentors.

1.3 HOW TO USE THIS REPORT

This document addresses substantive comments received during the public review period and consists of six sections: (1) Introduction; (2) List of Commentors, (3) Master Responses, (4) Responses to Written Comments on the Draft EIR, (5) Responses to Oral Comments on the Draft EIR, and (6) Revisions to the Draft EIR. Section 1 reviews the purpose and contents of this Responses to Comments document. Section 2 lists the public agencies, organizations, and individuals who submitted comments on the Draft EIR.

Section 3 provides Master Responses to comments that were raised on multiple occasions and warrant a single comprehensive response to address the following issues:

Master Response 1: Why is BART pursuing a DMU train? This master response addresses why BART has selected DMU.

Master Response 2: Why not conventional BART? This master response acknowledges that Contra Costa County residents have been paying since BART's inception and explains why BART elected not to use existing BART technology in extending rail transit services to east Contra Costa County.

Master Response 3: Are there any drawbacks to using electric-based technology? This master response addresses the evaluation undertaken by BART to consider different technologies and why BART elected not to pursue electric propulsion at this time.

Master Response 4: What alternative fuels were considered, including biofuels, instead of diesel? This master response addresses other fuel sources that BART considered for eBART service and the potential for a diesel-hybrid vehicle.

Master Response 5: What are the health risks from diesel emissions associated with the DMU trains? This master response addresses whether the diesel emissions from the proposed DMU trains would pose significant health risks for populations along the project corridor.

Master Response 6: What are the project's benefits? This master response describes the benefits of the Proposed Project.

Master Response 7: How are the Ridership Development Plans being prepared by the cities affected by the Proposed Project, and vice versa? This master response addresses the relationship between the Proposed Project and the Ridership Development Plans.

Section 4 contains each comment letter and written responses to the individual comments. Section 5 contains comments made to the court reporter and the transcripts of speakers at the public hearings on the Draft EIR, and the responses to these comments. In Sections 4 and 5, specific comments within each comment letter or oral testimony at the public hearings have been bracketed and enumerated in the margin of the letter or transcript. Each commentor has been assigned a discrete comment letter or speaker number, as listed in Section 2. Responses to each of these comments follow each comment letter in Section 4 and follow the transcripts reproduced in Section 5. For the most part, the responses provide explanatory information or additional discussion of text in the Draft EIR. In some instances, the response supersedes or supplements the text of the Draft EIR for accuracy or clarification. New text that has been added to the Draft EIR is indicated with underlining. Text that has been deleted is indicated with ~~strikethrough~~. Finally, Section 6 consists of text and graphics changes to the Draft EIR either as a result of comments or requests by BART staff to correct any inaccuracies. These changes are made to correct or update information in the Draft EIR.

1.4 RIDERSHIP DEVELOPMENT PLANS

Ridership Development Process since Release of the Draft EIR

In the eBART corridor, both the cities of Pittsburg and Antioch are engaged in completing Ridership Development Plans (RDP) in the form of Specific Plans. These RDP proposals are intended to be comprehensive station area plans, created by local jurisdictions, where planning for a new BART station is underway. The purpose of the RDP process is to evaluate and adopt changes to land use and access near a transit station that can enhance ridership to the station and to the project. The RDP prepared by the City of Pittsburg is for the Railroad Avenue Station area, and the RDP prepared by the City of Antioch is for the Hillcrest Avenue Station area. The Final Draft Railroad Avenue Specific Plan and Draft EIR were released for public review in February 2009 and the Hillcrest Station Area Specific Plan and Draft EIR were available for public review in January 2009. This discussion is meant to update the reader with the RDP process and current proposed station area development since the release of the eBART Draft EIR in September 2008.

BART and the cities originally anticipated that the RDPs would be completed prior to the certification of the Final EIR and adoption of the Proposed Project by the BART Board of Directors. Currently, the City of Antioch has completed the public review of its Hillcrest Station Area Specific Plan and EIR, and has scheduled the City Council consideration of the Specific Plan for mid-April 2009. Therefore, as of the publication of this document, it is anticipated, but not certain, that the City of Antioch will have taken final action enabling the BART Board to rely on the adoption of the Specific Plan. The public review period for the Draft Railroad Avenue Specific Plan and Draft EIR is scheduled to close on April 13, 2009. However, the City of Pittsburg does not anticipate consideration of the Railroad Avenue Specific Plan until May 2009.

Construction of the Proposed Project would need to correspond with construction of the Caltrans SR 4 widening project (see pages 2-42 to 2-43 of the Draft EIR); therefore, it would not be feasible to delay the Proposed Project until after both cities have taken final action on their respective Specific Plans. However, the analysis in the Draft EIR demonstrates that the ridership thresholds required by the BART System Expansion Policy for the Proposed Project would be met by expected regional growth consistent with current land use plans for the two station areas, without taking into account additional growth allowed under the RDPs. In particular, projected ridership for the Railroad Avenue Station, not including ridership attributable to the Specific Plan, would be 1,900 daily riders. Projected ridership for the Hillcrest Avenue Station, not including ridership attributable to the Specific Plan, would be 8,200 daily riders, which exceeds the System Expansion Policy's ridership threshold of 5,801 daily riders for the Proposed Project. The Proposed Project's ridership, based on expected regional growth consistent with current land use plans, as well as with the increased development density to be provided under the cities' respective RDPs, would more than satisfy the ridership threshold established under the System Expansion Policy. As such, the BART Board can evaluate the Proposed Project in accordance with the policy prior to the cities' final actions to adopt their RDPs. The projected development envisioned by each city's respective RDP is consistent with the anticipated station area development analyzed in the Draft EIR analysis and the Revised Median Station East option analysis, which are discussed later in this section.

Railroad Avenue Specific Plan

Development Program. The Railroad Avenue Specific Plan area is generally centered at the intersection of Railroad Avenue and SR 4 in central Pittsburg. Downtown Pittsburg, the Pittsburg Marina, and Suisun Bay are located just north of the Specific Plan area. The Specific Plan area encompasses approximately 1,075 acres, which are divided into 11 planning subareas.

The Railroad Avenue Specific Plan will implement rezoning and related changes to planning controls in the Specific Plan area in order to provide opportunities for transit-oriented development around a planned transit station. The transit-oriented development would result in clustered, high density, mixed-use development to increase proximity of commercial, residential, public, and community services. The development standards contained in the Railroad Avenue Specific Plan would set minimum thresholds of development and provide parking maximums to discourage automotive use in the area. In addition, the standards would reduce vehicle miles traveled (VMT) while encouraging other modes of transportation within and to the project area. In order to facilitate multimodal access to all uses in the area, the proposed plan would result in a variety of public paths, plazas, and open spaces designed to link with existing and proposed facilities in the City. The proposed plan also includes streetscape standards and architectural design to foster pedestrian and bicycle activity.

The Draft Railroad Avenue Specific Plan would result in approximately 1,845 new residential units and approximately 1,004,000 square feet of new commercial floor area within the approximately 97 acres of the Specific Plan area closest to the Proposed Project's Railroad Avenue Station.[1] This area currently contains a substantial amount of vacant and underutilized land. The remaining 978 acres of the station area are primarily built-out with existing and well-established residential neighborhoods and commercial uses. Therefore, the development regulations pertaining to the remainder of the station area would remain essentially unchanged from existing regulations.

Infrastructure Improvements. The Railroad Avenue Specific Plan identifies a number of infrastructure improvements related to circulation, parking, open space, and utility improvements needed to accommodate future development under the RDP. As discussed in Chapter 8, Implementation, of the Specific Plan, funding for these improvements in the Civic Center and Transit Village subareas would come from a variety of sources including, but not limited to, redevelopment funds; the City's Capital Improvement Plans (CIP); grants; business and property owner improvement/assessment districts; developers fees; user fees; state and local transportation funding; sales tax revenues; utility fees; park-in-lieu fees; lighting and landscaping districts; and community facilities districts.

Hillcrest Station Area Specific Plan

Development Program. The Hillcrest Station Area Specific Plan area is a rectangular 375-acre area in the northwest quadrant of the junction of SR 4 and SR 160. The Specific Plan land use plan includes circulation and access to the station-area development and to the Proposed Project's Hillcrest Avenue Station (Median Station), and considers two optional Hillcrest Avenue Station locations evaluated in this EIR, including the Revised Median Station East option (see a discussion of the revised option below in Section 1.5) and the Northside East Station option as a "potential future" eBART station. The station area presents an opportunity for high quality, transit-oriented development with great visibility from two freeways. The Specific Plan presents a strategy for creating a mixed-use community that includes high-density housing, new office and commercial development, and a well-planned, linked circulation and infrastructure backbone. The station area can be transformed into a signature area of Antioch, with high quality development and interesting pedestrian areas that add to the City's quality of life.

The Specific Plan creates a land use and regulatory framework that allows up to 2,500 residential units and 2.5 million square feet of commercial uses in the station area. The Specific Plan framework defines three development areas that would be subject to master plans.

[1] The Final Draft Railroad Avenue Specific Plan notes that of the 1,845 dwelling units new dwelling units, 262 units are already permitted. Thus, the plan indicates that the station area is expected to accommodate about 1,590 new units (after rounding). Additionally, the plan reports an estimated 988,000 square feet of commercial space, which is slightly less than the 1,004,000 square feet described in this EIR. Neither of these slight differences in the development program in the Railroad Avenue Station area alter the conclusions of the eBART Final EIR.

The western portion of the station area is a transit village designed around the station. The eastern portion of the station area is planned as a mixed-use town center around the potential future Phillips Lane Interchange; it could also include another optional eBART station, the Northside East Station option, located adjacent to the Union Pacific right-of-way (UP ROW). The area between SR 4 and the UP ROW in the western portion of the station area has a more auto-oriented character.

Buildout projections of the Hillcrest Station Area Specific Plan include a maximum of 2,500 residential units; the majority of the housing would be in multi-unit structures, some of which would be in mixed-use buildings. The land use designations support up to 2.5 million square feet of commercial uses with approximately 5,600 new jobs based on the buildout projections. Up to 1.2 million square feet of office space could be built in the station area, most of which is designated in the Transit Village area. Up to 1.0 million square feet of retail space is projected at buildout of the station area. The majority of the retail space is anticipated to be constructed in the Town Center area.

Infrastructure Improvements. The Hillcrest Station Area Specific Plan identifies a number of infrastructure improvements related to circulation, parking, open space, and utility improvements needed to accommodate future development under the RDP. As discussed in Chapter 7, Implementation, of the Specific Plan, the Hillcrest Station Area Specific Plan includes Policy I-14, which specifies preparing an Infrastructure Finance and Phasing Plan. This plan identifies funding sources and financial mechanisms for all infrastructure, public facilities, and environmental mitigations listed in Table 7-4 of the Specific Plan. Funding for these improvements in the Freeway, Transit Village, and Town Center subareas would come from a variety of sources including, but not limited to, infrastructure impact fees; redevelopment agency funds; assessment districts (or similar financial mechanism); federal grants; state grants; regional funding sources; and property owner funds.

1.5 REVISED MEDIAN STATION EAST

Revisions to the Median Station East Option

Based on ongoing discussions with the City of Antioch, BART has made revisions to the site plan for the eBART Median Station East option to make it consistent with the City's Hillcrest Station Area Specific Plan, prepared as part of the City's Ridership Development Plan process. The Revised Median Station East, illustrated in Figure 1-1, has three key features that differ from the original Median Station East option in the Draft EIR (reproduced here as Figure 1-2):

1) **Location of Station Platform.** The station platform in the median of SR 4 has been moved approximately 200 feet to the west, which allows for additional tailtrack area east of the station platform.

2) **Location of Maintenance Facility.** The DMU maintenance facility has been relocated from a point near the Northside East Station site (and Phillips Lane extension) to a more westerly location south of the Union Pacific Railroad (UPRR) line and adjacent to the eBART parking area.

3) **Alignment of Sunset Drive/Slatten Ranch Road.** Rather than following an alignment just south of the UPRR right-of-way, the eBART access road to serve the station and maintenance facility curves to the south after passing the east end of the parking lot, where it then follows an alignment along SR 4.

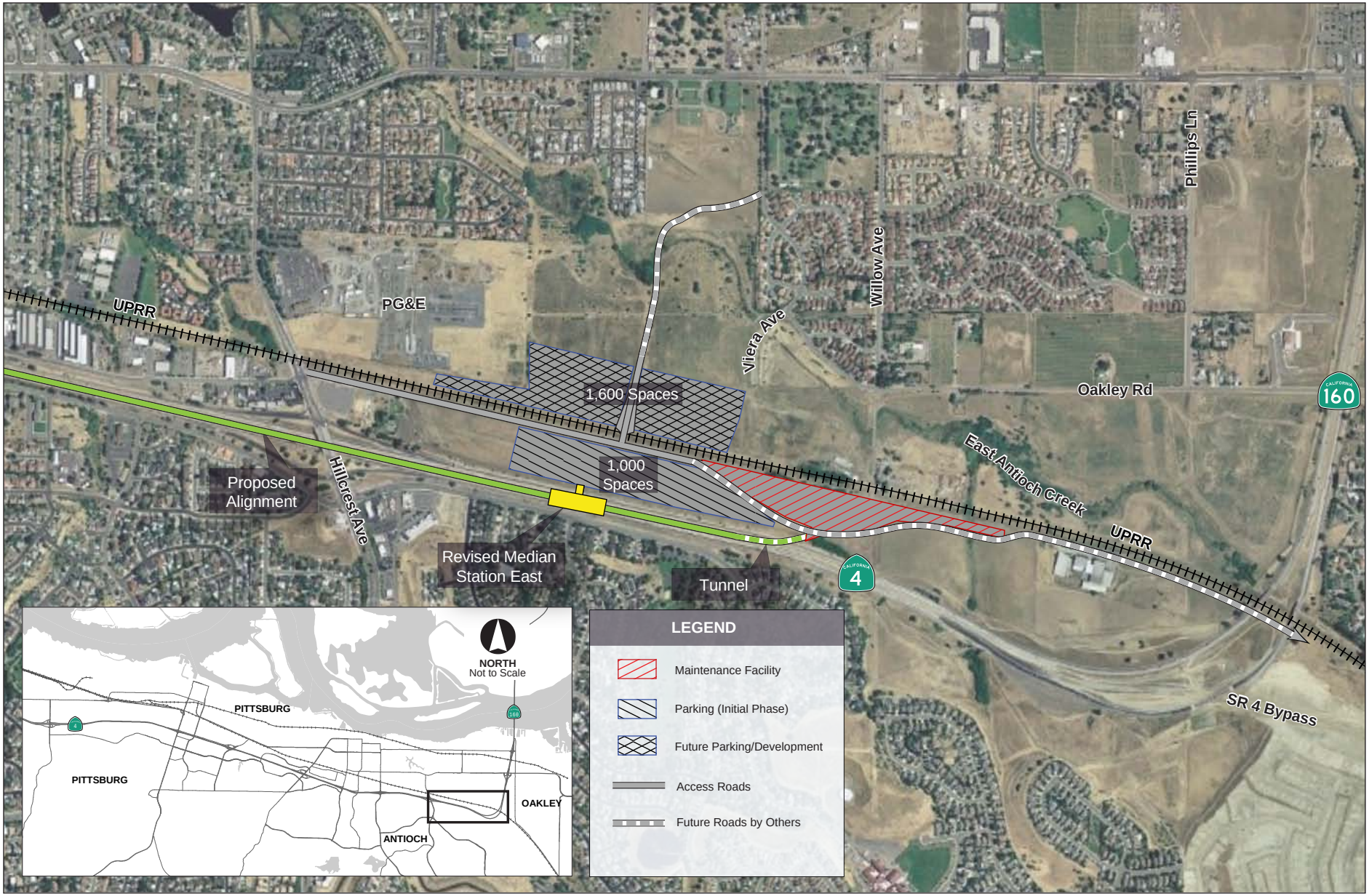
The purpose of these revisions was to shift the eBART facilities between SR 4 and the UPRR to the west and to provide additional land for transit-oriented development and the associated economic benefits for the City. These revisions would preserve the opportunity to construct the Northside East Station at a future time.

Revising the Median East Station option site plan also has benefits for the Proposed Project. By relocating the DMU maintenance facility to the west, the length of track between the station and the maintenance facility is reduced. Also, because the topography at the revised maintenance facility location is more level, less grading would be required. Both these changes would reduce project cost.

Environmental Assessment of the Revised Median Station East Option

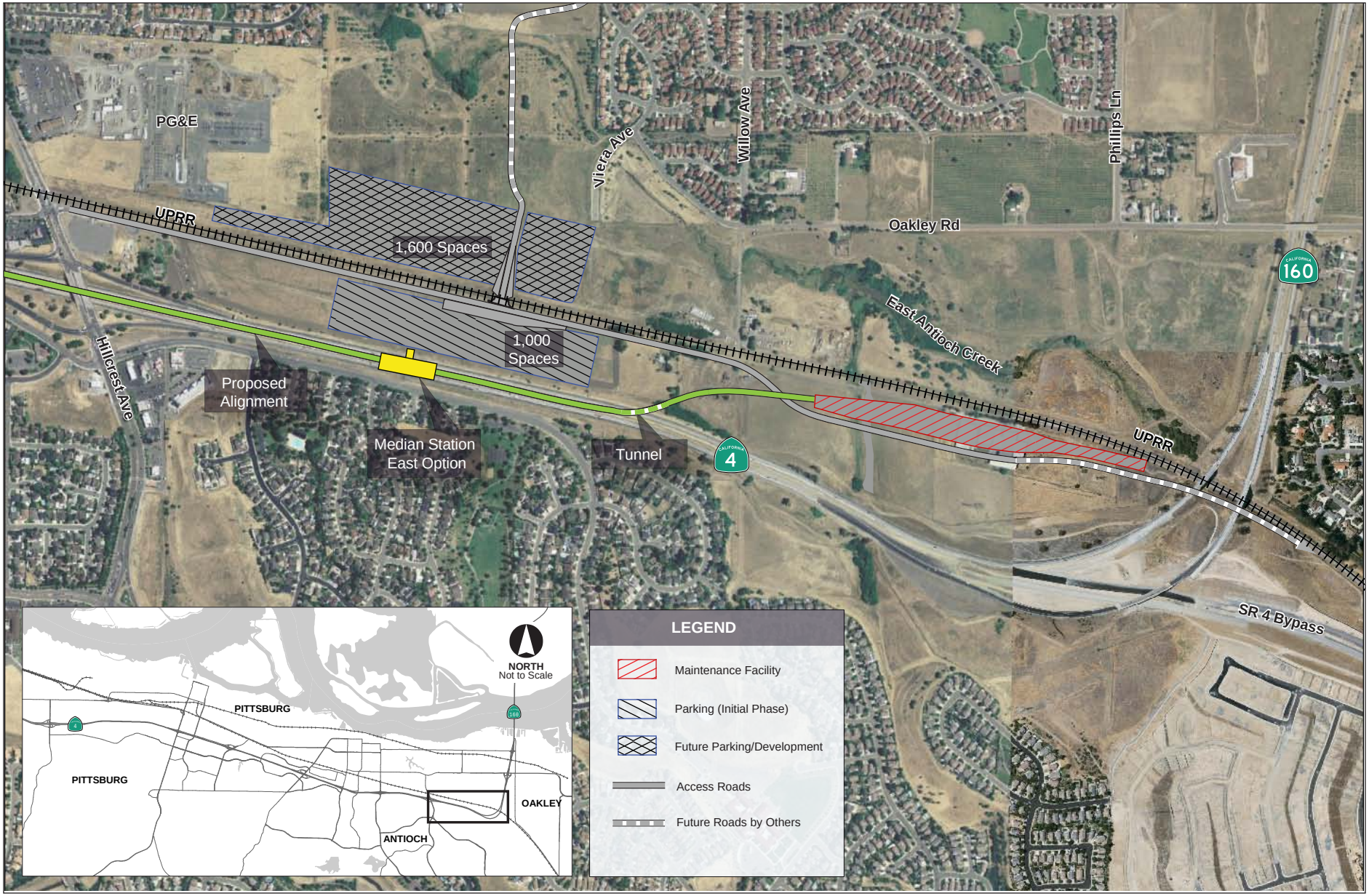
As noted above, the revisions to the Median Station East option site plan occur east of Hillcrest Avenue, between SR 4 and the UPRR. The area that would be disturbed and could therefore pose potential environmental impacts is similar to the area that would be disturbed under the Median Station East option examined in the Draft EIR (see the "footprint" difference between the station facilities in Figure 1-1 versus Figure 1-2). Impacts described in the Draft EIR for the original Median Station East option that result from the footprint, or land coverage, of the station facilities are primarily disturbance to biological habitat, increase in impervious surface area and resulting stormwater runoff, grading and potential erosion and sedimentation, and land disturbance and exposure to environmental contamination. As with the other Hillcrest Avenue Station options analyzed in the Draft EIR, environmental impacts of the Revised Median Station East option are identified as the incremental changes to the existing, or "baseline," environmental conditions as of the date of the 2008 Notice of Preparation (NOP). These effects are classified as follows:

- *Significant Impacts* include adverse impacts that exceed the identified standards of significance.
- *Potentially Significant Impacts* include those impacts where it is not precisely clear whether a significant effect would occur; the analysis in these instances conservatively assesses the reasonably foreseeable worst-case effects, but the discussion acknowledges that there is uncertainty regarding the extent of the impact.



Source: PBS&J, 2009.

REVISED MEDIAN STATION EAST OPTION AREA AND CONCEPTUAL PLAN
FIGURE 1-1



Source: PBS&J, 2008.

MEDIAN STATION EAST OPTION AREA AND CONCEPTUAL STATION PLAN
FIGURE 1-2

- *Less-than-Significant Impacts* include adverse effects that do not exceed the identified standards of significance.
- *No Impact* includes conditions where the Revised Median Station East option would not result in any impact at all.
- *Beneficial Impacts* include effects that enhance or improve an existing condition.

For each impact of the Revised Median Station East option identified as significant or potentially significant, this assessment requires mitigation measures described in the Draft EIR and any revisions shown in Section 6, Revisions to the Draft EIR, of this document. The assessment below indicates whether the mitigation measures would reduce effects to a less-than-significant level. However, an additional effect is classified as follows:

- *Significant and Unavoidable Impacts* include those effects for which mitigation measures would not successfully reduce impacts to a less-than-significant level.

Transportation

The operational and construction impacts of the Revised Median Station East option would be the same as described for the Median Station East option, including intersection operations in the vicinity of Hillcrest Avenue. The projected eBART ridership would be identical, since assumptions and inputs to the regional travel demand model would not be different for the Revised Median Station East option. Additionally, the impacts on Tri Delta Transit, pedestrians, bicyclists, and the BART system, would be the same for the two station options since the only differences between the options are a minor change in the station platform location and the alignment of Slatten Ranch Road, neither of which would alter access to the station. The less-than-significant transit effects to Tri Delta and BART are the same under both station options because future demand for these systems would be identical, and the differences between the station options would not affect the variables that influence future transit ridership. Impacts to pedestrians and bicyclists also are identical, because the location of the station and maintenance facilities are east of existing pedestrian and bicycle facilities and would not directly interfere with them. The improvements to sidewalks identified for the Median Station East option would also be applicable to the Revised Median Station East option.

As shown on pages 3.2-100 and 3.2-101 of the Draft EIR, the higher level of development that would be associated with the other Hillcrest Avenue Station options, compared to the Proposed Project (with the Median Station), would substantially worsen conditions at the intersections of Hillcrest Avenue/Sunset Drive and Hillcrest Avenue/SR 4 Eastbound Ramps. Table 3.2-29 on page 3.2.101 of the Draft EIR shows that under each option, the LOS at the Hillcrest Avenue/Sunset Drive intersection would operate at LOS F, which is considered unacceptable. The development potential under the Revised Median Station East option would be a combination of the development assumed under the Median Station East and the Northside East Station options. Table 1-1 provides a comparison of the traffic operations impacts at the critical Hillcrest Avenue interchange intersections for the Revised Median Station East option,

as compared to the Median Station East option. Like the Median Station East option, the higher level of development that would be associated with Revised Median Station East option would also substantially worsen conditions at the intersections of Hillcrest Avenue/Sunset Drive and Hillcrest Avenue/SR 4 Eastbound Ramps, compared to the Median Station of the Proposed Project. As a result, the LOS at these two intersections under the Revised Median Station East option would also experience delays and unacceptable LOS similar to those identified for the other Hillcrest Avenue Station options. The Draft EIR identified these delays as a significant impact and this condition would continue with the Revised Median Station East option. While the impact at the Hillcrest Avenue/Sunset Drive intersection could be mitigated with implementation of Mitigation Measure TR-1.1 to less than significant, no feasible mitigation has been identified for the Hillcrest Avenue/SR 4 Eastbound Ramps. Therefore, the intersection operation impact of the Revised Median Station East option at the Hillcrest Avenue/SR 4 Eastbound Ramps would remain significant and unavoidable, similar to the Median Station East option.

Table 1-1
2030 AM/PM Peak Hour Intersection Operations Comparison of the Revised Median Station East and Median Station East Options

		Proposed Project			Median Station East Option			Revised Median Station East Option		
#	Intersection	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
18	Sunset Dr./ Hillcrest Ave.	0.87 **(1.11)**	32.3 **(>80.0)**	C **(F)**	**0.99** **(1.14)**	**56.2** **(>80.0)**	**E** **(F)**	**0.96** **(1.14)**	**56.2** **(>80.0)**	**E** **(F)**
20	SR 4 Eastbound Ramps/Hillcrest Ave.	**1.12** **(1.72)**	**56.0** **(>80.0)**	**E** **(F)**	**1.23** **(1.74)**	**>80.0** **(>80.0)**	**F** **(F)**	**1.27** **(1.74)**	**>80.0** **(>80.0)**	**F** **(F)**

Source: Wilbur Smith Associates, 2009.

Notes:

Delay presented in seconds per vehicle.

Boldfaced type indicates unacceptable values.

0.5 (0.65) = AM (PM)

Land Use

Division of established communities and farmland conversion impacts associated with the Revised Median Station East option would be the same as described for the Median Station East option, since neither option would physically separate established communities or displace agricultural uses. Like the Median Station East, the Revised Median Station East option would be consistent with the development goals and policies of the City of Antioch, as well as Contra Costa County, particularly those aimed at encouraging transit-oriented development (TOD) and protecting agricultural lands. The assessment below describes the differences between the Median Station East option and the Revised Median Station East option in terms of land use compatibility and consistency with local land use policies.

The Revised Median Station East option would locate the Hillcrest Avenue Station within the SR 4 median approximately 200 feet west of the Median Station East location (and 2,000 feet east of the Hillcrest Avenue interchange). Unlike the Median Station East option, this station location would not require the acquisition of the buildings nor site the maintenance facility on the former metal recycling business.

The maintenance facility associated with this station option would be west of the Median Station East maintenance facility site, south of the UPRR rail line, and adjacent to the initial 1,000-space parking area. Accordingly, the same less-than-significant land use impacts identified for the Median Station East maintenance facility would apply to the Revised Median Station East maintenance facility because the revised option would also site the station within the SR 4 median and the maintenance facility, tailtracks, and parking on largely undeveloped land away from other uses in the vicinity, effectively reducing land use compatibility conflicts.

Population and Housing

Induced housing and employment impacts associated with the Revised Median Station East option are the similar to those described under the Median Station East because the revised option would also be growth accommodating and would respond to growth projections for the area. Table 3.2-28 in the Draft EIR (on page 3.2-100) shows that the Median Station East and the Northside West Station options could accommodate up to 1,200 dwelling units and up to 5,710 jobs, while the Northside East Station option could accommodate up to 2,500 dwelling units and 5,010 jobs. The Draft Hillcrest Station Area Specific Plan reports the Revised Median Station East would be similar to the Northside West and Median Station East options in terms of jobs and to the Northside East option in terms of housing. The resulting development potential at the Revised Median Station East option would be greater than that of the Median Station East option (413 more dwelling units); however, this increase in residential units would have no effect on the number of jobs that would result directly from the Proposed Project and would not alter the conclusion that cumulative growth-inducing impact in the station area would be less than significant. The Draft EIR in Impact PH-CU-4 explains that the Proposed Project is a growth-accommodating project that responds to the existing need for transit services and future growth anticipated by development under the Specific Plans. The growth anticipated by the City of Antioch in its Draft Hillcrest Station Area Specific Plan for the Revised Median Station East is the result of the City's planning efforts to maximize transit-oriented development and would not be considered unplanned, and potentially significant, growth inducement.

The primary difference between the two options is the number of parcels that would need to be acquired (see Table 1-2). The Revised Median Station East option would require the possible acquisition of 13 parcels at the Hillcrest Avenue Station area, including two developed residential properties, compared to 12 parcels under the Median Station East option. This significant impact would be mitigated with the same measure identified for the Proposed Project (i.e., Mitigation Measure PH-2.1, which calls for BART to carry out an acquisition and

relocation program in accordance with applicable state law). As with the Median Station East option, implementation of this measure would reduce acquisition impacts of the Revised Median Station East option to a less-than-significant level.

Table 1-2
Land Acquisition for the Revised Median Station East and Median Station East Options at the Hillcrest Avenue Station Area

Assessors Parcel Number (APN)	Existing Use	Median Station (Proposed Project)	Median Station East	Revised Median Station East Option
051-160-001	Undeveloped/Vacant	X	X	X
051-160-005	Undeveloped/Vacant	X	X	X
051-170-052	Undeveloped/Vacant	X	-	X
051-170-054	Undeveloped/Vacant	X	X	X
052-011-013	Undeveloped/Vacant	X	X	X
052-030-013	Unoccupied Dwelling	X	X	X
052-030-015	Occupied Dwelling	X	X	X
052-030-016	Undeveloped/Vacant	X	X	X
052-030-017	Undeveloped/Vacant	X	X	X
052-030-018	Undeveloped/Vacant	X	X	X
052-030-021	Undeveloped/Vacant	X	X	X
052-052-006	Light Industrial/Vacant	X	X	X
052-052-018	Undeveloped/Vacant	X	X	X
Total Number of Parcels Acquired		**13**	**12**	**13**

Source: BART and PBS&J, 2009.

Notes:

This table excludes parcels to be acquired for train control huts and state right-of-way, including the staff building and property owned by BART and Caltrans.

X = Indicates parcels to be acquired per station option.

Visual Quality

Operational and construction impacts associated with the Revised Median Station East option are similar to those described under the Median Station East option, although localized impacts to visual character surrounding the station location would vary because of the westerly shift of the Revised Median Station East compared to the Median Station East option. The siting of the Revised Median Station East option would not lead to the substantial obstruction of important views or scenic vistas, nor would the station option lead to substantial alterations to the existing setting. The associated maintenance facility, tailtracks, and parking lots would be constructed on undeveloped land in the same location as under the Median Station East option. As a result, the Revised Median Station East option would have less-than-significant visual impacts, similar to the Median Station East option.

The Revised Median Station East option would also include lighting of the station platforms and tailtrack areas, which could form point sources of light interfering with nighttime views from off-site locations. Mitigation Measure VQ-6.1, identified for the Median Station East option, would also apply to the Revised Median Station East option by designing lighting fixtures to minimize spillover light and reduce the potentially significant impact to less than significant. Similarly, the Revised Median Station East option would also require construction, stockpiling, storage, and the use of construction equipment. Potentially significant impacts related to new lighting and construction-related visual impacts would be the same as described under the Median Station East, and, as such, the impact would be mitigated in the same manner. Similarly, implementation of Mitigation Measure VQ-7.1, which would reduce daytime glare from the station parking lots would still result in a significant and unavoidable impact for the Median Station East parking lots, would also apply to Revised Median Station East parking lots. The following text describes differences between the Median Station East option and the Revised Median Station East option in terms of visual character surrounding the Hillcrest Avenue Station.

The station platform and features would be approximately the same as described for the Median Station East. Similar to the Median Station East, the access road to the station would be extended; however, it would extend to the east along SR 4 instead of generally near the UP ROW, as proposed under Median Station East option. As with the Median Station East option, the extension of the access road under the Revised Median Station East option is not expected to alter the visual character of the roadway extension area because the area already includes roadway facilities, such as SR 4, SR 160, and the SR 4 Bypass.

The maintenance area for the Revised Median Station East option would be located immediately east of the station along the south side of the UP ROW, with components similar to the maintenance area proposed for the Median Station East. The difference is that the Revised Median Station East option maintenance area would shift west of the Median Station East maintenance facility site. Because of the physical proximity of the maintenance facility to the loading platform and the similarity in buildings and activities associated with maintenance, the visual conditions regarding the Revised Median Station East maintenance facility would be comparable to those described above for the Median Station East option. Since there are no sensitive visual receptors with direct lines of sight to the Revised Median Station East maintenance facility, the Revised Median Station East maintenance facility would not encroach on existing structures and spaces or be visually incompatible with its surroundings.

The Revised Median Station East option, inclusive of its project guideways, station platform, and maintenance facility, would not propose new structures or buildings that visually encroach on existing structures, open spaces, landscaping, or other visually significant features of development, nor would these facilities appear as an obtrusive element substantially out of

character with existing conditions of the setting. Therefore, visual compatibility impacts of Revised Median Station East option would also be less than significant.

Cultural Resources

The operational and construction impacts of the Revised Median Station East option would be the same as described for the Median Station East option. The locations of the various station option components vary but there are no historic resources known in this area, and the likelihood of encountering unknown cultural deposits, including possibly human remains, is similar between the Revised Median Station East and the Median Station East options. Accordingly, the potential to disturb such resources would be similar between the two options and the impact conclusions would be the same for both options. Mitigation Measure CR-2.1 identified for the Median Station East option, which requires following protocol and procedures if archaeological resources are encountered, would apply to the Revised Median Station East option and would reduce the potentially significant impact to less than significant.

Geology, Soils, and Seismicity

Operational impacts associated with the Revised Median Station East option are the same as described for the Median Station East option. No components associated with this option lie within the Alquist-Priolo Earthquake Fault Zone. Additionally, similar to the Median Station East option, the Revised Median Station East option would incorporate design criteria, which would ensure that all structures, equipment, and equipment support are designed to survive ground motions without collapse and would protect permanent stationary facilities. Thus, geo-seismic impacts related to the operation of the Revised Median Station East option would either be less than significant or negligible (no impact).

The location of the Revised Median Station East option components, however, would have different construction-related impacts compared to those impacts identified for the Median Station East option. In general, construction impacts related to the Revised Median Station East option would be slightly less than the Median Station East option. The proposed Revised Median Station East tailtracks and the access road improvement would be sited at the foot of a hill with steep slopes that have the potential for expansive soils and landslide. Thus, the revised option would require less cutting and grading for the tailtracks and the access road than the Median Station East option. Same as the Median Station East, the Revised Median Station East option would require excavation and removal of soil to accommodate the tunnel underneath SR 4. Overall, compared to the Median Station East, the Revised Median Station East option would require less earthwork and retaining walls. Both options would result in potentially significant soil erosion impacts, although the Revised Median Station East option would involve less ground disturbance. As with the Median Station East option, Mitigation Measure GEO-7.1 requiring erosion control BMPs such as slope stabilizers, dust suppression, construction of berms and ditches, and sediment barriers, would reduce this construction impact of the Revised Median Station East option to less than significant.

Hydrology and Water Quality

The Revised Median Station East option would have similar sized facilities (parking areas and station facilities) as the Median Station East option, resulting in approximately the same areas of ground disturbance during construction and in impervious surface area post-construction for these project elements. The primary difference between the two options is the amount of impervious surface area under each option. As compared to the Median Station East option which would result in approximately 56.6 acres of impervious surface area (without the tracks), impervious surface area with the Revised Median Station East option would be approximately 58.8 acres, or 2.2 acres more than the Median Station East option. Of the impervious surface area reported above for both of the options, the maintenance facility for the Revised Median Station East option would result in 11.4 acres of impervious surface, about 4.4 acres more than the 7 acres of impervious surface area estimated with the Median Station East option.

Increased Impervious Surface Area during Operations. While the Revised Median Station East option would result in approximately 2.2 acres of additional impervious surface area as compared to the Median Station East option, the same potentially significant impact would apply because the additional impervious surface area with the Revised Median Station East option would also contribute to additional runoff and potentially create a flood hazard. As with the Median Station East option, Mitigation Measure HY-6.1 would apply to the Revised Median Station East option. This mitigation measure requires implementation of Best Management Practices to control surface water runoff, which would reduce impacts from additional impervious surfaces and reduce potential runoff impacts to less than significant.

Construction Impacts. As with the Median Station East option, site clearing, grading, and excavation activities under the Revised Median Station option would disturb a substantial amount of land for station area components. However, the Revised Median Station East maintenance facility tailtracks and the access road would require less earthwork than the Median Station East option. Both options would also involve a short tunnel (to connect the station in the SR 4 median to the maintenance facilities), which would result in further removal and stockpiling of soil. The potential erosion and sedimentation from the earthwork associated with the construction of the maintenance facility tailtracks and access road suggest that this option would also have potential to adversely impact local drainage and cause localized flooding, but to a lesser degree than the Median Station East option. This impact would still be considered potentially significant, similar to the impact conclusion for the Median Station East option. Mitigation Measures HY-8.1 and HY-8.2, identified for the Median Station East option to reduce erosion, siltation, and flooding construction impacts, would also apply to the Revised Median Station East option and reduce impacts to less than significant.

Biological Resources

The same less-than-significant operational impact from increased noise and groundborne vibration to wildlife, described for the Median Station East option, would be applicable to the

Revised Median Station East. There are already existing noise and groundborne vibration sources in the area and the introduction of the station facilities under either option would not result in a substantial addition to the existing sources. Like the Median Station East option, the Revised Median Station East option would not conflict with the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (ECCC HCP/NCCP) because the Proposed Project is a Covered Project under the plan and included within the inventory area for which the plan would grant compensation, avoidance, and minimization of impacts for covered species. The Revised Median Station East option would result in the same less-than-significant impact as the Median Station East option with respect the loss of habitat used by common plant and wildlife species because there displacement would not result in a significant decline in their population or range. As with the Median Station East, construction and operational impacts of the Revised Median Station East option in regard to special-status nesting birds and removal of protected trees would be potentially significant because special-status nesting birds could be disturbed during operation and construction and protected trees could be removed during construction. As a result, Mitigation Measures BIO-4.1, BIO-4.2, BIO-4.3, BIO-4.4, BIO-4.5, and BIO-6.1, which would reduce potentially significant impacts on special-status nesting birds and protected trees for the Median Station East option would also apply to the Revised Median Station East option and reduce biological impacts to less than significant. As discussed below, differences in biological resources impacts between the Revised Median Station East option and the Median Station East option result because they affect different land cover or habitat.

Wetlands, "Waters of the U.S." and "Waters of the State." The Revised Median Station East option would affect approximately 0.02 acres of coastal/valley freshwater marsh habitat and 0.01 acres of pond habitat, for a total of 0.03 acres of wetlands affected under this option. This is 0.2 acres less than for the Median Station East option (see Table 1-3), but still considered a significant impact. Mitigation Measures BIO-8.1 and BIO-8.2, identified for the Median Station East option, would also apply to the Revised Median Station East option and reduce wetland impacts to a less-than-significant level.

Swainson's Hawk Foraging Habitat. The non-native grassland/ruderal area around the Revised Median Station East area could provide suitable foraging habitat for Swainson's hawk. Table 1-3 summarizes the potential loss of Swainson's hawk foraging habitat due to the station options: the Revised Median Station East option would affect an additional 12.10 acres of Swainson's hawk habitat compared to the Median Station East option. This loss of foraging habitat would be a potentially significant impact under both station options. Mitigation Measures BIO-3.1 and BIO-3.2 identified for the Median Station East option is also applicable to the Revised Median Station option and would reduce the loss of Swainson's hawk foraging habitat from the construction of the Hillcrest Avenue Station to a less-than-significant level.

Table 1-3
Comparison of Biological Impacts between Revised Median Station East and the Median Station East Options for the Hillcrest Avenue Station

Resource	Median Station East (acres)	Revised Median Station East (acres)
Wetlands/Waters of the U.S.		
Coastal/ Valley Freshwater Marsh	0.23	0.02
Pond	0.00	0.01
Total Wetlands/ Waters of the U.S.	**0.23**	**0.03**
Swainson's Hawk Habitat	43.17	55.27
Impervious Area	56.50	58.80

Source: PBS&J, 2009.

Noise and Vibration

Sensitive receptors that could be affected by the station options are the same, because the location of facilities like the station and the parking lots are in the same general location. The main difference between the two options is the Revised Median Station East maintenance facility, which would be shifted to the west, adjacent to the initial phase parking lot. This location is comparable to the maintenance facility under the Northside West Station option, with the nearest sensitive receptor approximately 1,000 feet from residences to the north and 300 feet from residences to the south.

Operational Noise. The noise exposure at the nearest homes to the maintenance facility would be less than the 66 dBA significance criterion. Thus, the Revised Median Station East option would have less-than-significant operational impacts, similar to the Median Station East option.

Construction Noise. Mitigation Measures NO-6.1, NO-6.2, and NO-7.1, identified for the Median Station East option to reduce construction noise and vibration, would apply to the Revised Median Station East option, because the same construction activities would occur under the Revised Median Station East option. However, with implementation of the same mitigation measures proposed for the Median Station East option, the temporary impact on sensitive receptors would remain significant and unavoidable with the Revised Median Station East option, the same as for the Median Station East option.

Air Quality

Operational Impacts. The Revised Median Station East option would have the same beneficial impacts on furthering implementation of the Clean Air Plan and reducing regional criteria pollutant and greenhouse gas emissions from operations. These benefits would be identical under both options, since both have the same effect of reducing regional vehicle miles traveled and increasing transit ridership.

The less-than-significant impacts to CO concentrations around intersections, exposure to toxic air contaminants and substantial pollutant concentrations identified for the Median Station East option also apply to the Revised Median Station East option because both options would result in similar intersection operations and associated diesel particulate matter emissions.

Construction Impacts. The construction sites for the Revised Median Station East option are similar to those identified for the Median Station East option. Similar components for each option constructed would result in the same ground disturbance and emit the same construction-related air emissions. As with the Median Station East option, the Revised Median Station East option would result in a potentially significant impact due to exposure of sensitive receptors to exhaust pollutants and odors from equipment and exposure to diesel particulate matter from heavy machinery during construction. Mitigation Measures AQ-8.1 and AQ-8.2, identified for the Median Station East option to incorporate control measures and best management practices during construction and implement a construction emissions reduction plan for heavy equipment exhaust, would reduce construction air quality impacts to less than significant.

Public Health and Safety

The Revised Median Station East option would result in the same no impact or less-than-significant impact as the Median Station East option with respect to public airport safety, wildland fires, emergency access and response, safety hazards, presence of a hazardous materials near a school, potential release of hazardous materials during construction, and terrorist attacks, because the operations and siting of the station, parking lots, and maintenance facility and tailtracks under this option would operate in the same manner and would generally be located in the same area. Potentially significant impacts identified for the Median Station East option related to accidental release of hazardous materials during operations and exposure to contaminated soils and ground water, exposure to asbestos-containing materials, and emergency access during construction would be similar for the Revised Median Station East option. Mitigation Measures HS-4.1, HS-8.1, HS-8.2, HS-8.3, HS-9.1, and TR-9.1, identified for the Median Station East option, to prepare a Spill Prevention Plan, conduct additional regulatory agency file reviews for hazardous materials, prepare a Phase I environmental site assessment, conduct soil and groundwater investigations, remediate contaminated soils, conduct an asbestos-containing materials survey, and prepare a Traffic Management Plan prior to construction, would also apply to the Revised Median Station East option and reduce operational and construction impacts to less than significant.

Community Services

Operational impacts associated with the Revised Median Station East option are the same as described under the Median Station East option; neither station option would require additional police or fire protection facilities to accommodate additional personnel. Similarly, the construction of the Revised Median Station East option would lead to potential traffic disruptions, including temporary road detours and/or lane closures that could affect emergency response times. Mitigation Measure CS-3.1, identified for the Median Station East option, to

prepare and implement a Traffic Management Plan during construction would also apply to the Revised Median Station East option and reduce short-term impacts on emergency response times for police and fire departments to less than significant.

Utilities

Like the Median Station East option, the Revised Median Station East option would have similar sized facilities, train-cleaning equipment, number and size of vehicles, and a maintenance facility north of SR 4, outside the SR 4 median. Similarly, the Revised Median Station option would require ground disturbance and excavation that would potentially result in service interruptions and rupture of undiscovered oil and gas pipelines. Mitigation Measure UT-3.1, UT-3.2, UT-3.3, and UT-7.1, identified for the Median Station East option, to restrict service interruptions to off-peak periods, arrange temporary backup service, notify customers of planned service interruptions, and confirm locations of existing utilities prior to ground-disturbing activities, would also apply to the Revised Median Station East option and reduce construction impacts on utility services to less than significant. A water supply lateral, owned by the U.S. Bureau of Reclamation and operated and maintained by the Contra Costa County Water District, runs north-south under the initial parking lot identified for both the Median Station East and the Revised Median Station East options. Under both scenarios, an easement would most likely be required to allow access to the water line for maintenance.

Energy

During operation and construction, the energy and petroleum consumption for the Revised Median Station East option would be similar to that of the Median Station East option. As with the Median Station East option, beneficial impacts due to an overall net reduction in energy consumption and petroleum demand would also apply to the Revised Median Station East option because the Revised Median Station East option would still result in a net reduction in energy and petroleum consumption compared to no project conditions. The primary difference in energy consumption between the two options is that the Revised Median Station East option would consume slightly less energy than the Median Station East option because the DMU trains would travel a slightly shorter distance to reach the station platforms and the maintenance facilities than with the Median Station East option. During construction, the Revised Median Station East option would result in the same potentially significant construction impacts as the Median Station East option due to consumption of nonrenewable energy resources since both options would require the same construction techniques and materials. Mitigation Measure EN-4.1 identified for the Median Station East option to develop and implement a construction energy conservation plan, would reduce the potentially significant construction energy impact of the Revised Median Station East option to less than significant.

Summary

In summary, impacts for the Revised Median Station East option are similar to the Median Station East option with minor differences due to the siting of the station platform, the parking

lots, the maintenance facility and tailtracks, and the alignment of the access road. For issues where differences between the Revised Median Station East option and the Median Station East option were identified above, these differences would not result in different impact conclusions or mitigation measures, nor would the differences result in substantial additional impacts not already analyzed in the Draft EIR.

1.6 INTERIM IMPROVEMENTS TO HILLCREST STATION PARK-AND-RIDE LOT

The Hillcrest Avenue Median Station parking lot for the Proposed Project would incorporate the existing park-and-ride lot at Hillcrest Avenue and Sunset Drive (Hillcrest Park-and-Ride Lot), in the City of Antioch (see page 2-19 of the Draft EIR). BART, in cooperation with Tri Delta Transit, may implement interim operational and aesthetic improvements to the Hillcrest Park-and-Ride Lot, prior to the construction of the Proposed Project.

Using adjacent available parcels of land, the interim improvements would add approximately 100-150 additional parking spaces, expand and improve the bus loading area, and provide additional passenger amenities, including but not limited to bus shelter or canopy, benches, and minimal landscaping. These improvements would provide safety and operational benefits to Tri Delta Transit, BART, and their patrons. No additional bus service is anticipated as a result of these improvements. The proposed interim improvements would be complementary to the design of the proposed Median Station parking lot, which would be built partly on and adjacent to the Hillcrest Park-and-Ride Lot. Most of the interim improvements would later be incorporated into the design of the Median Station parking lot.

Implementing the above changes to the Hillcrest Park-and-Ride Lot would benefit the existing park-and-ride service, by improving the transfer of patrons to and from buses in the park-and-ride lot during the period before the Proposed Project begins revenue service. Additionally, no new, or substantially more severe environmental impacts would result from the interim implementation of the Hillcrest Station Park-and-Ride Lot, because the park-and-ride lot is already developed and the interim expansion is entirely within the previously analyzed project footprint for the Hillcrest Avenue Station facilities. Funding for the improvements would be provided by Tri Delta Transit, enabling BART to utilize this source of funds for improvements that, in part, would ultimately benefit the Proposed Project.