

## Appendices

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**Appendix A**  
**2005 and Revised 2008 Notices of Preparation**

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**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2005072100  
**Project Title** East Contra Costa BART Extension (known as eBART)  
**Lead Agency** San Francisco Bay Area Rapid Transit District

**Type** NOP Notice of Preparation

**Description** The San Francisco Bay Area Rapid Transit District (BART) and the Federal Transit Administration (FTA) intend to prepare a joint Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA) and an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for enhanced transit service in eastern Contra Costa County. Service is proposed to follow an alignment in the State Route 4 median between the Pittsburg/BayPoint BART Station and Loveridge Road, and then to Byron via the Union Pacific Moccoco Line, with a single track service between the Hillcrest and Byron stations. This 23-mile corridor includes six transit stations in Pittsburg, Antioch, Oakley, Brentwood and Byron (in unincorporated Contra Costa County). The recommended rail technology involves trains using light-weight, self-propelled rail cars known as Diesel Multiple Units (DMUs). Passengers on the DMUs would transfer to BART at the existing Pittsburg/Bay Point BART Station, ideally with a short walk across or along the BART platform. A train storage yard and maintenance facility are part of the proposed facilities. In addition, the proposed project would include new grade separations in Antioch at Somersville Road, A Street and Hillcrest Avenue. Local bus service offered by Tri Delta Transit District would be modified to eliminate routes that duplicate eBART service, synchronize headways with eBART schedules, and redefine routes to feed eBART stations.

**Lead Agency Contact**

**Name** Ellen Smith  
**Agency** San Francisco Bay Area Rapid Transit District  
**Phone** 415-464-6143 **Fax**  
**email**  
**Address** 300 Lakeside Drive, 16th Floor  
**City** Oakland **State** CA **Zip** 94612

**Project Location**

**County** Contra Costa  
**City** Pittsburg, Antioch, Oakley, Byron  
**Region**

**Cross Streets**

Parcel No.	Range	Section	Base
Township			

**Proximity to:**

**Highways** SR-4, Hwy 160  
**Airports**  
**Railways** Union Pacific, BART  
**Waterways** 3 canals, 4 creeks, 1 waterway, 1 aqueduct, and unnamed drainages  
**Schools**  
**Land Use**

**Project Issues** Landuse; Water Quality; Flood Plain/Flooding; Wetland/Riparian; Wildlife; Toxic/Hazardous; Agricultural Land; Archaeologic-Historic; Air Quality; Noise; Other Issues

**Reviewing Agencies** Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; Department of Water Resources; Department of Fish and Game, Region 3; Native American Heritage Commission; California Highway Patrol; Caltrans, District 4; Department of Toxic Substances Control; Regional Water Quality Control Bd., Region 5 (Sacramento); State Lands Commission; Public Utilities Commission; Air Resources Board, Transportation Projects

Note: Blanks in data fields result from insufficient information provided by lead agency.

**Document Details Report  
State Clearinghouse Data Base**

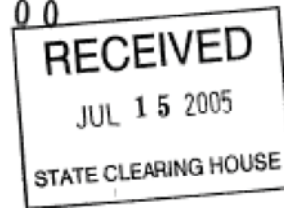
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*Date Received* 07/15/2005    *Start of Review* 07/15/2005    *End of Review* 08/15/2005

Note: Blanks in data fields result from insufficient information provided by lead agency.

2005072100

NOTICE OF PREPARATION



To: Responsible/Trustee Agency  
 From: San Francisco Bay Area Rapid Transit District (BART)  
 300 Lakeside Drive  
 Oakland, CA, 94612

Subject: Notice of Preparation of an Environmental Impact Report

Project Title	File Number
East Contra Costa BART Extension (known as "eBART")	
Project Proponent	
San Francisco Bay Area Rapid Transit District (BART)	
Project Location	
Contra Costa County, California – from the existing BART terminus station at Pittsburg/BayPoint, through the communities of Pittsburg, Antioch, Brentwood, and Oakley, to a new terminus in Byron.	
Project Description	
<p>The San Francisco Bay Area Rapid Transit District (BART) and the Federal Transit Administration (FTA) intend to prepare a joint Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA) and an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for enhanced transit service in eastern Contra Costa County. Service is proposed to follow an alignment in the State Route 4 median between the Pittsburg/BayPoint BART Station and Loveridge Road, and then to Byron via the Union Pacific Mococo Line, with single track service between the Hillcrest and Byron stations. This 23-mile corridor includes six transit stations in Pittsburg, Antioch, Oakley, Brentwood, and Byron (in unincorporated Contra Costa County). The recommended rail technology involves trains using light-weight, self-propelled rail cars known as Diesel Multiple Units (DMUs). Passengers on the DMUs would transfer to BART at the existing Pittsburg/Bay Point BART Station, ideally with a short walk across or along the BART platform. A train storage yard and maintenance facility are part of the proposed facilities. In addition, the proposed project would include new grade separations in Antioch at Somersville Road, A Street, and Hillcrest Avenue. Local bus service offered by Tri Delta Transit District would be modified to eliminate routes that duplicate eBART service, synchronize headways with eBART schedules, and redefine routes to feed eBART stations.</p>	
<p>San Francisco Bay Area Rapid Transit District (BART) will be the Lead Agency for the EIR for the project identified above. In connection with the proposed project, we need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities. A more detailed project description, project alternatives, and the probable environmental effects are contained in the attached materials. In addition, BART has scheduled two scoping sessions to receive public comment and your agency is invited to attend:</p> <p>Dallas Ranch Middle School        1401 Mt. Hamilton Drive        Antioch, CA 94531        July 19, 2005 at 7pm</p>	

Brentwood Council Chamber  
734 3<sup>rd</sup> Street  
Brentwood, California 94513  
July 20, 2005 at 7pm

Due to time limits mandated by State law, your response must be sent at the earliest possible date but no later than 30 days after receipt of this notice.

Please send your response to Ms. Ellen Smith, San Francisco Bay Area Rapid Transit District, 300 Lakeside Drive, 16<sup>th</sup> floor, Oakland, CA, 94612. Please provide the name and phone number of a contact person in your agency.

Prepared by:  
EIP Associates on behalf of BART

Signature:  
Date:

### **East Contra Costa BART Extension ("eBART")**

#### **Description of Study Area, Project Background and Scope**

The planning and development of transportation improvements within the State Route 4 East Corridor has been ongoing since the late 1980s. These efforts have led to the widening of State Route 4 from Willow Pass Road in Concord to Railroad Avenue in Pittsburg. Plans and studies to continue the highway widening through the Loveridge Road interchange are underway under the direction of the Contra Costa Transportation Authority (CCTA). In addition, the BART extension to Pittsburg/Bay Point opened in 1996. The station serves over 10,000 persons entering and exiting the BART system each weekday.

In 2001, BART and the Contra Costa Transportation Authority (CCTA) commenced the State Route 4 East Corridor Transit Study to explore a series of alternative transit improvements. (The study is available at the project website: [www.ebartproject.org](http://www.ebartproject.org) in the Library section under "2002 Feasibility Study.") This feasibility study, steered by a Policy Advisory Committee of elected and appointed local officials and a BART Board representative, started with a long list of nearly 20 potential types of transit and transportation improvements. Among these alternatives were continuation of existing BART service in the median of State Route 4 to Hillcrest Avenue; continuation of existing BART service in the median of State Route 4 to Loveridge Road and then to Hillcrest Avenue using the Union Pacific line; extension of transit services using Bus Rapid Transit technology; extension of transit services using commuter rail; and expansion of express bus service by Tri Delta Transit District, the local transit operator. Through an iterative process of screening and refinement, involving public discussions, engineering and cost evaluations, and ridership estimates, the long list of alternatives was winnowed down to eight viable alternatives referred to as Packages A through H. The Packages can be found on the project website in the State Route 4 East Corridor Transit Study.

The study culminated in 2002 with a unanimous recommendation by the Policy Advisory Committee, and direction from both the BART and CCTA Boards, to proceed to environmental analyses and preliminary engineering. The highest rated transit alternative was DMU service in an alignment in the State Route 4 median between the Pittsburg/BayPoint BART Station and Loveridge Road, and then to Byron via the Union Pacific Mococo Line, with single track service between the Hillcrest and Byron stations. This alternative was Package C-1 in the feasibility study, and is now the Proposed Action. This 23-mile corridor was proposed to include five transit stations. The recommended rail technology involves trains using light-weight, self-propelled rail cars known as Diesel Multiple Units (DMUs). Passengers on the DMUs would transfer to BART at the existing Pittsburg/Bay Point BART Station, ideally with a short walk across or along the BART platform. A train storage yard and maintenance facility was proposed east of Hillcrest Avenue. As proposed, the eBART project would include new grade separations in Antioch at Somersville Road, A Street, and Hillcrest Avenue. Also, local bus

service offered by Tri Delta Transit District would be modified to eliminate routes that duplicate eBART service, synchronize headways with eBART schedules, and redefine routes to feed eBART stations.

In 2004, local voters passed Regional Measure 2, and Measure J in Contra Costa County, supporting a local sales tax increase for transportation improvements. On March 23, 2005, the Metropolitan Transportation Commission approved the use of funds from Regional Measure 2 for additional study of transit service improvements in the State Route 4 corridor in East Contra Costa County. In response to these developments, FTA and BART are now embarking on an EIS/EIR for the eBART project.

### **Purpose and Need**

The East Contra Costa County study area is the fastest growing portion of the San Francisco Bay Region. Between the years 2000 and 2025, an additional 40,000 households and 63,000 jobs are expected to be added in the East County. This growth in population and jobs portend a dramatic increase in traffic delay and congestion on State Route 4, the primary access route to this part of the Bay Area, with associated impacts on environmental resources including air quality and energy. Given the foreseeable growth in the eastern portion of the County, highway improvements alone cannot keep pace with the travel demand or address environmental impacts associated with motor vehicle travel.

The purpose of the Proposed Action, is to improve travel along the State Route 4 East corridor with direct, coordinated connections to the existing BART system. In light of the regional and local need for an improved transit connection, the Proposed Action objectives are the same as those identified in the 2002 East County corridor study:

- Improve transportation service
- Maximize access to transit system
- Maximize connectivity and seamlessness of transit system, both from home to transit and from one form of transit to another
- Promote transit-oriented land use initiatives and policies
- Maximize economic benefits and financial feasibility
- Balance short, medium, and long-term strategies to provide continual improvements in transit services
- Protect or enhance the environment

As the first new extension proposed since BART adopted its System Expansion Policy in 1999, the eBART project purpose incorporates BART's goal of enhancing ridership by coordinating transit projects with local land use and access planning. Jurisdictions within the eBART corridor will commit to a process intended to attain a corridor-wide ridership target. The target is to be achieved by adopting transit supportive land uses and making access improvements at transit stations. Ridership Development Plans incorporating land use changes and access improvements are to be completed and adopted by the cities and the County. BART, the cities, and the County will enter into a Memorandum of Understanding describing BART's intent to move forward with the environmental review process and the corridor communities' intent to engage in the planning and implementation programs to achieve BART's ridership goals.

### **Alternatives**

As noted above, the Proposed Action is the provision of DMU service in an alignment in the State Route 4 median between the Pittsburg/BayPoint BART Station and Loveridge Road, and then to Byron via the Union Pacific Mococo Line, with single track service between the Hillcrest and Byron stations. Specific alternatives to the Proposed Action are expected to evolve during the environmental review process and in response to the public scoping process. While a number of alternatives were discussed and evaluated as part of the earlier planning/feasibility study, project alternatives expected to be evaluated in the EIS/EIR include:

- a No Build, or No Project, Alternative that considers the consequences of not extending rail transit services beyond the Pittsburg/BayPoint BART Station. This alternative would involve continuation of

the existing Tri Delta Transit District and implementation of additional express bus service from East County communities to BART.

- a Bus Rapid Transit Alternative that considers technical and operational transit improvements using buses in the same alignment as the DMU project (freeway median and railroad right of way). The system seeks to emulate the service levels provided by a fixed guideway 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.
- A conventional BART Alternative that using BART vehicles and systems in the same alignment as the DMU project (freeway median and railroad right of way). 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 yard facility.

### **Probable Effects**

The purpose of the EIS/EIR is to fully disclose the social, economic, and environmental consequences of building and operating eBART in advance of any decisions to make substantial financial or other commitments to its implementation. The EIS/EIR will explore the extent to which the project alternatives result in potentially significant social, economic, and environmental effects and identify appropriate actions to reduce or eliminate these impacts. Issues that will be investigated in the EIS/EIR include transportation, traffic, and circulation effects; land use compatibility and consistency with locally adopted plans including the Regional Transportation Plan, the Transportation Improvement Plan and the State Implementation Plan; potential effects on local businesses and employment; disturbance to sensitive visual and cultural resources; effects of noise and vibration; geologic and hydrology effects; potential disturbance to sensitive wildlife and vegetation species and habitats; air and noise emissions from project-related construction and operation; public health and safety concerns related to exposure to hazardous materials; community service and utility demand; direct or indirect effects to public parklands, significant historic resources, or wildlife refuges; and environmental justice concerns from any disproportionate impacts of the project alternatives on low-income or ethnic minority neighborhoods.

Among the list of potential issues identified above, several will definitely warrant detailed investigation based on an environmental reconnaissance performed by BART as part of the previous planning/feasibility study completed in 2002:

- Consistency with local general plans for potential land use conflicts
- Potential disturbance to surface waters, since the corridor traverses the Contra Costa Canal, Kirker Creek, Los Medanos Waterway, Markley Creek, the Mokelumne Aqueduct, Marsh Creek, Main Canal, Kellogg Creek, the Byron-Bethany Irrigation Canal, and unnamed drainages
- Potential flood hazards related to overflowing of Kirker Creek, Marsh Creek, Kellogg Creek, and an unnamed drainage north of Lone Tree Way
- Potential disturbance to seasonal wetlands and freshwater marsh areas, including several seasonal wetlands east of the existing BART station and south of State Route 4, a large wetland complex approximately 1 mile further east along State Route 4, several creeks and drainages between Loveridge Road and Hillcrest Avenue, a large wetland complex at the bend of Highway 160, and numerous drainages and irrigation ditches south of Oakley
- Potential disturbance to federally and state listed threatened and endangered species and their habitats
- Potential public health hazards from exposure to soil and/or groundwater contamination associated with highway and railroad operations, as well as agricultural activities
- Given the extensive industrial and commercial development in the corridor, historic resources evaluation and a high potential to encounter historic archaeological resources
- Potential impacts to nearby sensitive receptors to air and noise emissions.



**NOP Distribution List**

<input checked="" type="checkbox"/> <u>Resources Agency</u>	<input type="checkbox"/> <u>Public Utilities Commission</u> Ken Lewis	<input type="checkbox"/> <u>Regional Water Quality Control Board (RWQCB)</u>
<input checked="" type="checkbox"/> <u>Resources Agency</u> Nadell Gayou	<input type="checkbox"/> <u>San Gabriel &amp; Lower LA Rivers</u> Gayle Rosander	<input type="checkbox"/> <u>RWQCB 1</u> Cathleen Hudson North Coast Region (1)
<input type="checkbox"/> <u>Dept. of Boating &amp; Waterways</u> David Johnson	<input type="checkbox"/> <u>San Joaquin River Conservancy</u> Tom Dumas	<input type="checkbox"/> <u>RWQCB 2</u> Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> <u>California Coastal Commission</u> Elizabeth A. Fuchs	<input type="checkbox"/> <u>State Lands Commission</u> Jean Saffino	<input type="checkbox"/> <u>RWQCB 3</u> Central Coast Region (3)
<input type="checkbox"/> <u>Colorado River Board</u> Gerald R. Zimmerman	<input type="checkbox"/> <u>Tahoe Regional Planning Agency (TRPA)</u> Cherry Jacques	<input type="checkbox"/> <u>RWQCB 4</u> Jonathan Bishop Los Angeles Region (4)
<input type="checkbox"/> <u>Dept. of Conservation</u> Roseanne Taylor	<input type="checkbox"/> <u>Caltrans, District 12</u> Bob Joseph	<input checked="" type="checkbox"/> <u>RWQCB 5S</u> Central Valley Region (5)
<input type="checkbox"/> <u>California Energy Commission</u> Environmental Office	<input type="checkbox"/> <u>Caltrans, District 8</u> John Pagano	<input type="checkbox"/> <u>RWQCB 5F</u> Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> <u>Dept. of Forestry &amp; Fire Protection</u> Allen Robertson	<input type="checkbox"/> <u>Caltrans, District 9</u> Gayle Rosander	<input type="checkbox"/> <u>RWQCB 5R</u> Central Valley Region (5) Redding Branch Office
<input checked="" type="checkbox"/> <u>Office of Historic Preservation</u> Wayne Donaldson	<input type="checkbox"/> <u>Caltrans, District 10</u> Tom Dumas	<input type="checkbox"/> <u>RWQCB 6</u> Lahontan Region (6)
<input checked="" type="checkbox"/> <u>Dept. of Parks &amp; Recreation</u> B. Noah Thigman Environmental Stewardship Section	<input type="checkbox"/> <u>Caltrans, District 11</u> Marko Orso	<input type="checkbox"/> <u>RWQCB 6V</u> Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> <u>Reclamation Board</u> DeeDee Jones	<input type="checkbox"/> <u>Caltrans, District 12</u> Bob Joseph	<input type="checkbox"/> <u>RWQCB 7</u> Colorado River Basin Region (7)
<input type="checkbox"/> <u>Santa Monica Mountains Conservancy</u> Paul Edelman	<input type="checkbox"/> <u>Caltrans, District 8</u> Sue O'Leary	<input type="checkbox"/> <u>RWQCB 8</u> Santa Ana Region (8)
<input checked="" type="checkbox"/> <u>S.F. Bay Conservation &amp; Dev'L Comm.</u> Steve McVieam	<input type="checkbox"/> <u>Caltrans, District 9</u> Sue O'Leary	<input type="checkbox"/> <u>RWQCB 9</u> San Diego Region (9)
<input checked="" type="checkbox"/> <u>Dept. of Water Resources</u> Resources Agency Nadell Gayou	<input type="checkbox"/> <u>Caltrans, District 10</u> Tom Dumas	<input type="checkbox"/> <u>Other</u>
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ARNOLD SCHWARZENEGGER  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT  
DIRECTOR

### Memorandum

**Date:** March 20, 2008  
**To:** All Reviewing Agencies  
**From:** Scott Morgan, Senior Planner  
**Re:** SCH # 2005072100  
East Contra Costa BART Extension (known as eBART) Phase I

---

The State Clearinghouse has corrected the Document Details Report regarding the project description for the above-mentioned project. Please see the attached materials for more specific information. All other project information remains the same.

cc: Ellen Smith  
San Francisco Bay Area Rapid Transit District  
300 Lakeside Drive, 16<sup>th</sup> Floor  
Oakland, CA 94612

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044  
(916) 445-0613 FAX (916) 323-3018 [www.opr.ca.gov](http://www.opr.ca.gov)



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STATE OF CALIFORNIA  
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT  
DIRECTOR

**Notice of Preparation**

March 12, 2008

To: Reviewing Agencies

Re: East Contra Costa BART Extension (known as eBART)  
SCH# 2005072100

Attached for your review and comment is the Notice of Preparation (NOP) for the East Contra Costa BART Extension (known as eBART) draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

**Ellen Smith**  
San Francisco Bay Area Rapid Transit District  
300 Lakeside Drive, 16th Floor  
Oakland, CA 94612

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Project Analyst, State Clearinghouse

Attachments  
cc: Lead Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044  
(916) 445-0613 FAX (916) 323-3018 [www.opr.ca.gov](http://www.opr.ca.gov)

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2005072100  
**Project Title** East Contra Costa BART Extension (known as eBART)  
**Lead Agency** Bay Area Rapid Transit District

**Type** **NOP** Notice of Preparation  
**Description** The San Francisco Bay Area Rapid Transit District (BART) intends to prepare an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for enhanced transit service in eastern Contra Costa County. Service is proposed to follow an alignment in the State Route 4 median between the Pittsburg/Bay Point BART Station and the vicinity of the Hillcrest Avenue interchange in the City of Antioch. This 10-mile corridor includes one transit station in Pittsburg at Railroad Avenue and a terminus station in Antioch, east of the Hillcrest Avenue interchange. Several station location options are being considered for the Hillcrest Avenue terminus station, including in the median and out of the median on land north of State Route 4. The recommended rail technology known as Diesel Multiple Units (DMU) involves trains using light-weight, self-propelled rail cars. Passengers on these vehicles would transfer to BART at a new transfer station east of the existing Pittsburg/Bay Point BART Station. A train storage yard and maintenance facility would be constructed east of the terminus station in Antioch.

**Lead Agency Contact**

**Name** Ellen Smith  
**Agency** San Francisco Bay Area Rapid Transit District  
**Phone** 415-464-6143 **Fax**  
**email**  
**Address** 300 Lakeside Drive, 16th Floor  
**City** Oakland **State** CA **Zip** 94612

**Project Location**

**County** Contra Costa  
**City** Pittsburg, Antioch, Oakley, Byron  
**Region**  
**Cross Streets**  
**Parcel No.**  
**Township** **Range** **Section** **Base**

**Proximity to:**

**Highways** SR-4, Hwy 160  
**Airports**  
**Railways** Union Pacific, BART  
**Waterways**  
**Schools**  
**Land Use**

**Project Issues** Traffic/Circulation; Landuse; Aesthetic/Visual; Noise; Geologic/Seismic; Wildlife; Vegetation; Air Quality; Public Services; Toxic/Hazardous; Other Issues

**Reviewing Agencies** Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Central Valley Flood Protection Board; San Francisco Bay Conservation and Development Commission; Department of Water Resources; Department of Fish and Game, Region 3; Native American Heritage Commission; Public Utilities Commission; Caltrans, Division of Transportation Planning; California Highway Patrol; Caltrans, District 4; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 2

**Date Received** 03/12/2008 **Start of Review** 03/12/2008 **End of Review** 04/10/2008

*Note: Blanks in data fields result from insufficient information provided by lead agency.*

<input type="checkbox"/> <u>Resources Agency</u> Nadell Gayou	<input type="checkbox"/> <u>Fish &amp; Game Region 2</u> Jeff Drongeesen	<input type="checkbox"/> <u>Public Utilities Commission</u> Ken Lewis	<input type="checkbox"/> <u>Caltrans, District 8</u> Dan Kopulsky	<input type="checkbox"/> <u>Regional Water Quality Control Board (RWQCB)</u>
<input type="checkbox"/> <u>Dept. of Boating &amp; Waterways</u> David Johnson	<input type="checkbox"/> <u>Fish &amp; Game Region 3</u> Robert Floerke	<input type="checkbox"/> <u>Santa Monica Bay Restoration</u> Guangyu Wang	<input type="checkbox"/> <u>Caltrans, District 9</u> Gayle Rosander	<input type="checkbox"/> <u>RWQCB 1</u> Caitleen Hudson North Coast Region (1)
<input type="checkbox"/> <u>California Coastal Commission</u> Elizabeth A. Fuchs	<input type="checkbox"/> <u>Fish &amp; Game Region 4</u> Julie Vance	<input type="checkbox"/> <u>State Lands Commission</u> Marina Brand	<input type="checkbox"/> <u>Caltrans, District 10</u> Tom Dumas	<input checked="" type="checkbox"/> <u>RWQCB 2</u> Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> <u>Colorado River Board</u> Gerald R. Zimmerman	<input type="checkbox"/> <u>Fish &amp; Game Region 5</u> Don Chackwick	<input type="checkbox"/> <u>Tahoe Regional Planning Agency (TRPA)</u> Cherry Jacques	<input type="checkbox"/> <u>Caltrans, District 11</u> Jacob Armstrong	<input type="checkbox"/> <u>RWQCB 3</u> Central Coast Region (3)
<input type="checkbox"/> <u>Dept. of Conservation</u> Sharon Howell	<input type="checkbox"/> <u>Fish &amp; Game Region 6</u> Gabrina Gatchel	<input type="checkbox"/> <u>Business, Trans. &amp; Housing</u>	<input type="checkbox"/> <u>Caltrans, District 12</u> Ryan P. Chamberlain	<input type="checkbox"/> <u>RWQCB 4</u> Teresa Rodgers Los Angeles Region (4)
<input type="checkbox"/> <u>California Energy Commission</u> Dale Edwards	<input type="checkbox"/> <u>Habitat Conservation Program</u>	<input type="checkbox"/> <u>Caltrans - Division of Aeronautics</u> Sandy Hasnard	<input type="checkbox"/> <u>Caltrans, District 13</u> Ryan P. Chamberlain	<input type="checkbox"/> <u>RWQCB 5</u> Central Valley Region (5)
<input type="checkbox"/> <u>Cal Fire</u> Allen Robertson	<input type="checkbox"/> <u>Fish &amp; Game Region 6 I/M</u> Gabrina Gatchel	<input type="checkbox"/> <u>Caltrans - Planning</u> Terri Pancovic	<input type="checkbox"/> <u>Caltrans, District 14</u> Ryan P. Chamberlain	<input type="checkbox"/> <u>RWQCB 5F</u> Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> <u>Office of Historic Preservation</u> Wayne Donaldson	<input type="checkbox"/> <u>Inyo/Mono, Habitat Conservation Program</u>	<input type="checkbox"/> <u>California Highway Patrol</u> Shirley Kelly	<input type="checkbox"/> <u>Caltrans, District 15</u> Ryan P. Chamberlain	<input type="checkbox"/> <u>RWQCB 5R</u> Central Valley Region (5) Redding Branch Office
<input type="checkbox"/> <u>Dept. of Parks &amp; Recreation</u> Environmental Stewardship Section	<input type="checkbox"/> <u>Dept. of Fish &amp; Game M</u> George Isaac	<input type="checkbox"/> <u>Office of Special Projects</u>	<input type="checkbox"/> <u>Caltrans, District 16</u> Ryan P. Chamberlain	<input type="checkbox"/> <u>RWQCB 6</u> Lahontan Region (6)
<input type="checkbox"/> <u>Central Valley Flood Protection Board</u> Mark Herald	<input type="checkbox"/> <u>Merine Region</u>	<input type="checkbox"/> <u>Housing &amp; Community Development</u> Lisa Nichols	<input type="checkbox"/> <u>Caltrans, District 17</u> Ryan P. Chamberlain	<input type="checkbox"/> <u>RWQCB 6V</u> Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> <u>S.F. Bay Conservation &amp; Dev't. Comm.</u> Steve McAdam	<input type="checkbox"/> <u>Other Departments</u>	<input type="checkbox"/> <u>Dept. of Transportation Projects</u> Ravi Ramalingam	<input type="checkbox"/> <u>Caltrans, District 18</u> Ryan P. Chamberlain	<input type="checkbox"/> <u>RWQCB 7</u> Colorado River Basin Region (7)
<input type="checkbox"/> <u>Dept. of Water Resources</u> Resources Agency Nadell Gayou	<input type="checkbox"/> <u>Food &amp; Agriculture</u> Steve Shaffer	<input type="checkbox"/> <u>California Integrated Waste Management Board</u> Sub O'Leary	<input type="checkbox"/> <u>Caltrans, District 19</u> Ryan P. Chamberlain	<input type="checkbox"/> <u>RWQCB 8</u> Santa Ana Region (8)
<input type="checkbox"/> <u>Conservancy</u>	<input type="checkbox"/> <u>Dept. of Food and Agriculture</u> Public School Construction	<input type="checkbox"/> <u>State Water Resources Control Board</u> Regional Programs Unit Division of Financial Assistance	<input type="checkbox"/> <u>Caltrans, District 20</u> Ryan P. Chamberlain	<input type="checkbox"/> <u>RWQCB 9</u> San Diego Region (9)
<input type="checkbox"/> <u>sh and Game</u>	<input type="checkbox"/> <u>Dept. of General Services</u> Environmental Services Section	<input type="checkbox"/> <u>State Water Resources Control Board</u> Student Intern, 401 Water Quality Certification Unit Division of Water Quality	<input type="checkbox"/> <u>Caltrans, District 21</u> Ryan P. Chamberlain	<input type="checkbox"/> <u>Other</u>
<input type="checkbox"/> <u>Dept. of Fish &amp; Game</u> Scott Flint	<input type="checkbox"/> <u>Dept. of Health Services</u> Veronica Malloy	<input type="checkbox"/> <u>State Water Resources Control Board</u> Division of Water Rights	<input type="checkbox"/> <u>Caltrans, District 22</u> Ryan P. Chamberlain	
<input type="checkbox"/> <u>Fish &amp; Game Region 1</u> Donald Koch	<input type="checkbox"/> <u>Dept. of Health/Drinking Water</u>	<input type="checkbox"/> <u>Dept. of Toxic Substances Control</u> CEQA Tracking Center	<input type="checkbox"/> <u>Caltrans, District 23</u> Ryan P. Chamberlain	
<input type="checkbox"/> <u>Fish &amp; Game Region 1E</u> Laurie Harnsberger	<input type="checkbox"/> <u>Independent Commissions, Boards</u>	<input type="checkbox"/> <u>Department of Pesticide Regulation</u>	<input type="checkbox"/> <u>Caltrans, District 24</u> Ryan P. Chamberlain	
	<input type="checkbox"/> <u>Delta Protection Commission</u> Debbie Eddy		<input type="checkbox"/> <u>Caltrans, District 25</u> Ryan P. Chamberlain	
	<input type="checkbox"/> <u>Office of Emergency Services</u> Dennis Castriello		<input type="checkbox"/> <u>Caltrans, District 26</u> Ryan P. Chamberlain	
	<input type="checkbox"/> <u>Governor's Office of Planning &amp; Research</u> State Clearinghouse		<input type="checkbox"/> <u>Caltrans, District 27</u> Ryan P. Chamberlain	
	<input type="checkbox"/> <u>Native American Heritage Comm.</u> Debbie Treadway			

Last Updated on 03/03/2008

**Revised NOTICE OF PREPARATION**

To: Responsible/Trustee Agency  
 From: San Francisco Bay Area Rapid Transit District (BART)  
 300 Lakeside Drive  
 Oakland, CA, 94612

Subject: **REVISED Notice of Preparation of an Environmental Impact Report**

Project Title	File Number
East Contra Costa BART Extension (known as "eBART"), Phase 1	2005072100
<b>Project Proponent</b>	
The San Francisco Bay Area Rapid Transit District (BART)	
<b>Project Location</b>	
Contra Costa County, California – from the existing BART terminus station at Pittsburg/Bay Point, through the City of Pittsburg to a new terminus in Antioch.	
<b>Project Description</b>	
<p>The San Francisco Bay Area Rapid Transit District (BART) intends to prepare an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for enhanced transit service in eastern Contra Costa County. Service is proposed to follow an alignment in the State Route 4 median between the Pittsburg/Bay Point BART Station and the vicinity of the Hillcrest Avenue interchange in the City of Antioch. This 10-mile corridor includes one transit station in Pittsburg at Railroad Avenue and a terminus station in Antioch, east of the Hillcrest Avenue interchange. Several station location options are being considered for the Hillcrest Avenue terminus station, including in the median and out of the median on land north of State Route 4. The recommended rail technology known as Diesel Multiple Units (DMU) involves trains using light-weight, self-propelled rail cars. Passengers on these vehicles would transfer to BART at a new transfer station east of the existing Pittsburg/Bay Point BART Station. A train storage yard and maintenance facility would be constructed east of the terminus station in Antioch.</p> <p>This Revised NOP addresses a shortened version of the project for which the original NOP was released on July 15, 2005. The previous NOP described a project extending existing service further east, to a terminus station in Byron. Due to funding circumstances and uncertainty about the timing and implementation of subsequent phases, this NOP concerns only Phase 1 of the earlier proposed project. Additionally, the original, larger eBART project contemplated the use of federal funding, thus requiring preparation of an Environmental Impact Statement in conjunction with the EIR. The Phase 1 project currently under review would not use federal funds and thus only an EIR is being prepared at this time.</p>	
<p>The San Francisco Bay Area Rapid Transit District (BART) will be the Lead Agency for the EIR for the project identified above. In connection with the proposed project, we need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities.</p> <p>Please provide any comments you may have no later than forty (40) calendar days after your receipt of this notice to Ms. Ellen Smith, The San Francisco Bay Area Rapid Transit District, 300 Lakeside Drive, 16<sup>th</sup> floor, Oakland, CA 94612, together with the name and phone number of a contact person in your agency.</p>	
Prepared by: PBS&J on behalf of BART	Signature: <i>Ellen M. Smith</i> Date: <i>3/7/08</i>

## **East Contra Costa BART Extension (“eBART”), Phase 1**

### **Project Background**

The planning and development of transportation improvements within the State Route 4 East Corridor has been ongoing since the late 1980s. These efforts have led to the widening of State Route 4 from Willow Pass Road in Concord to Railroad Avenue in Pittsburg. Plans and studies to continue the highway widening through the Hillcrest Avenue interchange are underway under the direction of the Contra Costa Transportation Authority (CCTA). In addition, the BART extension to Pittsburg/Bay Point opened in 1996. The station serves over 10,000 persons entering and exiting the BART system each weekday.

The East Contra Costa County study area is the fastest growing portion of the San Francisco Bay Region. Between the years 2000 and 2025, an additional 40,000 households and 63,000 jobs are expected to be added in the East County. This growth in population and jobs portends a dramatic increase in traffic delay and congestion on State Route 4, the primary access route to this part of the Bay Area, with associated impacts on environmental resources including air quality and energy. Given the foreseeable growth in the eastern portion of the County, highway improvements alone cannot keep pace with the travel demand or address environmental impacts associated with motor vehicle travel. The purpose of the Proposed Project is to improve travel along the State Route 4 East corridor with direct, coordinated connections to the existing BART system.

In 2001, BART and the CCTA commenced the State Route 4 East Corridor Transit Study to explore a series of alternative transit improvements. (The study is available at the project website: [www.ebartproject.org](http://www.ebartproject.org) in the Library section under “2002 Feasibility Study.”) Following an iterative process of screening and refinement, involving public discussions, engineering and cost evaluations, and ridership estimates, the feasibility study identified eight viable alternatives referred to as Packages A through H. The Packages can be found on the project website in the State Route 4 East Corridor Transit Study. The study culminated in 2002 with a unanimous recommendation by the Policy Advisory Committee, and direction from both the BART and CCTA Boards, to proceed to environmental analyses and preliminary engineering, focusing on the DMU technology, the highest rated alternative studied.

In 2004, local voters passed Regional Measure 2 and Measure J in Contra Costa County, supporting a local sales tax increase for transportation improvements. On March 23, 2005, the Metropolitan Transportation Commission approved the use of funds from Regional Measure 2 for additional study of transit service improvements in the State Route 4 corridor in East Contra Costa County.

### **Proposed Project**

Over the past two years, BART and CCTA have been working diligently to obtain funding and environmental clearance for the project that emerged from the feasibility study. Due to changed funding conditions, BART is now proposing that service in the eBART corridor be extended in a series of projects, with Phase 1 encompassing the initial 10 miles to the vicinity east of the Hillcrest Avenue interchange in the City of Antioch. This initial segment would be constructed in the median of State Route 4, which is in the process of being widened by Caltrans and CCTA. Two stations would be constructed as part of Phase 1, one at Railroad Avenue in the City of Pittsburg and the other a terminus station east of the Hillcrest Avenue interchange in the City of Antioch. Several location options are being explored for the terminus station, including in the median, and out of the median in an area to the north between State Route 4 and the Mocooco railroad corridor. A new transfer station to conveniently link eBART passengers to the BART system would be constructed east of the existing Pittsburg/Bay Point BART Station, in the existing BART tailtrack area. The recommended rail technology is a self-propelled passenger vehicle that uses one or more diesel engines for propulsion power. These trains, popular in Europe, do not need a dedicated locomotive and up to four DMUs can be coupled to form the trains. The word “Multiple” refers to the fact that these single vehicles can operate in a train of Multiple Units. BART proposes to construct this Phase 1 project with local, regional, and state funding; no federal funding is anticipated.

### **Ridership Development Plans**

In 1999, BART adopted a System Expansion Policy and established guidelines for expanding the BART system. The System Expansion Policy sets a broad framework for evaluating expansion projects, which includes a corridor-wide ridership target that must be achieved by any proposed project. The target is to be achieved by adopting transit supportive land uses and/or making access improvements in and around the transit stations. The planning process is known as the Ridership Development Plan (RDP) process. eBART is the first expansion project to be evaluated under the System Expansion Policy. As part of the eBART development process, the cities of Pittsburg and Antioch are working to complete the RDPs for their respective stations. BART, Pittsburg, Antioch, CCTA, and Tri Delta Transit have entered into a Memorandum of Understanding providing for completion and adoption of these plans and the associated environmental review processes. An RDP must be adopted by each of the two cities before the BART Board of Directors considers certifying the eBART EIR and adopting the eBART project.

### **Alternatives**

As noted above, the Proposed Project envisions the use of DMU technology in an alignment in the State Route 4 median between the Pittsburg/Bay Point BART Station and a terminus station in Antioch. Project alternatives expected to be evaluated in the EIR include the following scenarios:

- A No Build, or No Project, Alternative that considers the consequences of not extending rail 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 BART.
- A Bus Rapid Transit Alternative that considers technical and operational transit improvements using buses in the same alignment as the Proposed Project. The system seeks to emulate the service levels provided by a fixed guideway 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.
- An electric-powered vehicle technology operating in the same alignment as the Proposed Project. This alternative would require the installation of overhead lines and traction power substations to transmit the electricity that would power the vehicles.
- A conventional BART 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 facility.

### **Probable Effects**

The purpose of the EIR is to fully disclose the environmental consequences of building and operating eBART in advance of any decisions to make substantial financial or other commitments to its implementation. The EIR will also explore the extent to which the project alternatives result in potentially significant environmental effects, although at a lesser level of detail than for the Proposed Project. Issues that will be investigated in the EIR include transportation, traffic, and circulation effects; land use compatibility and consistency with locally adopted plans, including the Regional Transportation Plan, the Transportation Improvement Plan, the State Implementation Plan and Ridership Development Plans; potential effects on local businesses and employment; disturbance to sensitive visual and cultural resources; effects of noise and vibration, geologic and hydrology effects; potential disturbance to sensitive wildlife and vegetation species and habitats; air emissions from project-related construction and operation; public health and safety concerns related to exposure to hazardous materials; and community service and utility demand.

Among the list of potential issues identified above, several will definitely warrant detailed investigation based on an environmental reconnaissance performed by BART as part of the previous planning/feasibility study completed in 2002:

- Potential disturbance to surface waters, since the corridor traverses a number of waterways including, but not limited to, the Contra Costa Canal, Kirker Creek, Los Medanos Waterway, and Markley Creek
- Potential flood hazards related to overflowing of Kirker Creek



- Potential disturbance to seasonal wetlands and freshwater marsh areas
- Potential disturbance to federally and state listed threatened and endangered species and their habitats
- Potential public health hazards from exposure to soil and/or groundwater contamination associated with highway and railroad operations, as well as agricultural activities
- Potential effects to historic and archaeological resources
- Potential impacts to nearby sensitive receptors to air and noise emissions.