



## Chapter 5. Next Steps

The proposal described in this document provides a starting point for discussion among community members and their representatives. The proposal may be altered significantly. It is staff's hope that the technical analysis summarized in this document will serve to inform a robust public discussion of the relative benefits and impacts, or "trade-offs," associated with each alternative.

### *5-1 Future Process*

Following this discussion, the Planning Commission, in consultation with the Transportation Commission, is tasked with recommending a Locally Preferred Alternative for City Council consideration. Following local adoption of Locally Preferred Alternatives in each of the three jurisdictions (Berkeley, Oakland, and San Leandro), the AC Transit board will adopt a preferred alternative for the project. This project-level LPA will serve as the basis for analysis in the project's Final Environmental Impact Statement/Report (FEIS/R). The City Councils of each city will review the final environmental review document, and only at that point can a decision be made whether to approve dedicated lanes and other project elements in their respective cities.

Construction cannot begin until all of the cities along the alignment issue permits approving any changes in street configuration. AC Transit will likely not apply for such permits until funding has been secured and the final environmental document has been approved by all of the required local, state and federal agencies. Construction would take two to three years. AC Transit's goal is to begin BRT service in the corridor in 2015.

The City is also proposing that AC Transit partner with Berkeley, Oakland and San Leandro in the Alameda County Congestion Management Agency's Corridor Enhancement Project. The objective of this effort is to develop a program, including an implementation strategy identifying sources of funding, for streetscape improvements and other infrastructure that would result in a high-quality environment for pedestrians, as well as infrastructure needed to support transit-oriented infill development along the BRT corridor. ACCMA has agreed to lead this process, which is independent of but closely linked to EBBRT project development.

FIGURE 5-1 MAJOR STEPS REMAINING BEFORE CONSTRUCTION COULD BEGIN



