RESOLUTION TO ADOPT THE DOWNTOWN OAKLAND – SAN LEANDRO ALTERNATIVE (DOSL) AS THE LOCALLY PREFERRED ALTERNATIVE FOR THE AC TRANSIT DISTRICT’S EAST BAY BUS RAPID TRANSIT PROJECT (BRT PROJECT); ADOPT CONDITIONS OF APPROVAL FOR THE DOSL BRT PROJECT; AND, AS A CEQA RESPONSIBLE AGENCY, ADOPT AS ITS OWN INDEPENDENT FINDINGS AND CONCLUSIONS TO THE ATTACHED CEQA-RELATED FINDINGS ADOPTED BY AC TRANSIT FOR THE DOSL BRT PROJECT, INCLUDING REJECTIONS OF ALTERNATIVES AS BEING INFEASIBLE, THE FINDINGS OF FACT, STATEMENT OF OVERRIDING CONSIDERATIONS (FINDING THAT THE BENEFITS OF THE PROJECT OUTWEIGH ITS ENVIRONMENTAL IMPACTS), AND THE MITIGATION MONITORING AND REPORTING PROGRAM.

WHEREAS, in 1998 the AC Transit District (AC Transit) initiated work on the “Major Investment Study” (MIS) to closely examine alternatives for transit line service on several transit corridors in their service area; and

WHEREAS, in 2000 a MIS Policy Steering Committee comprised of membership from all affected jurisdictions, including the City of Oakland was convened to provide guidance to the study from a corridor-wide perspective; and

WHEREAS, in 2001 the Policy Steering Committee recommended a preferred route for a Bus Rapid Transit project that specified the corridor alignment of Telegraph Avenue to International Boulevard/East 14th Street in the cities of Berkeley, Oakland, and San Leandro; and

WHEREAS, Bus Rapid Transit is a transit service line that has some or all of the following characteristics: dedicated travel lanes; level boarding platforms; off-board fare collection; signal preemption and real-time arrival signs; and,

WHEREAS, the City of Oakland’s General Plan Policy T3.6 Encouraging Transit calls to “encourage and promote use of public transit... on designated “transit streets”; and Policy T3.7 Resolving Transportation Conflicts call for the City to “resolve any conflicts between public transit and single occupant vehicles in favor of the transportation mode that has the potential to provide the greatest mobility and access for people...”; and

WHEREAS, the 1996 Transit First Resolution (C.M.S. 73036) reads: “It shall be the official policy for the City of Oakland to encourage and promote public transit in Oakland to expedite the movement of and access to public transit vehicles on designated “transit streets” such as International Boulevard; and
WHEREAS, in May 2007, AC Transit, in collaboration with the Federal Transit Administration released a Draft Environmental Impact Statement/Report for the continued development of the East Bay BRT Project; and

WHEREAS, in July 2007 the City of Oakland formally submitted comments in response to the Draft Environmental Impact Statement/Report on the East Bay BRT Project, which comments focused on line alignment, traffic, parking, economic, construction, roadway maintenance and operational impacts, among other concerns; and,

WHEREAS, in April 2010 the City of Oakland selected a “Locally Preferred Alternative” for analysis in the Final Environmental Impact Statement/Report (FEIS/R) for the East Bay BRT Project which consisted of a Bus Rapid Transit system travelling largely on dedicated lanes along International Boulevard in East Oakland and Fruitvale/San Antonio, International Boulevard and East 12th Street in Eastlake, 11th and 12th Street in downtown, and Telegraph Avenue in North Oakland; and in mixed flow traffic lanes along Broadway through downtown Oakland; and

WHEREAS, the City, in addition to adopting the LPA, requested that AC Transit investigate including left-door loading vehicles in the East Bay BRT Project in order to minimize parking impacts associated with construction of stations; requested that AC Transit include in the FEIS/R a full analysis of: parking losses and potential mitigations, the impacts of loss of local service on older adults and the disabled, security issues related to off-bus cash payment; increased walk distance to stops, and economic impacts to local businesses during and post-construction; and requested that AC Transit fully analyze a “Rapid Bus Plus” option that includes all of the facilities of the BRT line but without dedicated bus-only lanes; and

WHEREAS, City staff has worked with AC Transit staff to refine the East Bay BRT Project design to meet City policy goals related to transit-oriented development (TOD) and to create a project incorporating pedestrian, transit, and bicycle improvements, and to mitigate impacts to vehicular traffic and parking; and

WHEREAS, in January 2012, AC Transit released the Final Environmental Impact Study/Report (FEIS/R) on the East Bay BRT Project; and

WHEREAS, in January 2012, AC Transit released a report analyzing a “Rapid Bus Plus” option titled “AC Transit Oakland Bus Bulbs Analysis: Telegraph/ International Corridor” that finds that this alternative is less desirable in terms of delivering efficient transit service and will be difficult if not impossible to fund, although it has fewer traffic and parking impacts; and

WHEREAS, in February and March, 2012, AC Transit presented the East Bay BRT Project to the community in a series of public meetings; and

WHEREAS, on April 25, 2012, the AC Transit Board of Directors certified the Final Environmental Impact Report (FEIR); and adopted the Finding of Fact and Statement of Overriding Considerations dated March 24, 2012 and attached here as Exhibit B; and

WHEREAS, the FEIS/R analyzed two BRT options, the first being the Locally Preferred Alternative from Berkeley through Oakland to San Leandro, and the second being the Downtown Oakland - San Leandro (DOSL) Alternative, which terminates the BRT project at the Uptown Transit Center on 20th Street; and
WHEREAS, on April 25, 2012, AC Transit selected the DOSL (DOSL BRT Project) alternative as their preferred project for reasons of greatly improved service, reduced environmental impacts, and Federal funding availability; and

WHEREAS, construction of the DOSL BRT Project would provide streamlined transit service from downtown Oakland to East Oakland and into San Leandro by providing faster, more frequent and more reliable service between fixed stations; and

WHEREAS, the construction of the approximately one hundred fifty-two to one hundred seventy-two million dollar ($152,000,000.00 - $172,000,000) DOSL BRT Project will provide employment opportunities and spin-off economic development activity for the City of Oakland; and

WHEREAS, fixed stations along a transit line are the basis for transit-oriented development, which provides certainty to investors, business owners, and residents as to the long-term reliability and location of the service; and

WHEREAS, the City is proposing a Condition of Approval (Exhibit A to the Resolution) to ensure that the DOSL BRT Project will continue to respond to and resolve business-owner concerns related to parking impacts along the corridor resulting from the project; and

WHEREAS, the City is proposing additional Conditions of Approval (Exhibit A to the Resolution) to ensure AC Transit delivers core upgrades such as paving, lighting, and pedestrian improvements; ensures that City operations and maintenance costs will not increase with the implementation of the DOSL BRT Project; and commits to funding City costs for continued community engagement, engineering design, and construction oversight and management; and

WHEREAS, the City is considered a Responsible Agency under CEQA because it has responsibility for approving the DOSL BRT Project, which is substantially within the City’s street right of way; and

WHEREAS, the City has independently reviewed and considered the AC Transit FEIR/S on the East Bay Bus Rapid Transit Project, the April 25, 2012 AC Transit GM Memo No. 12-083a, Resolution No. 12-018, and CEQA findings, and other evidence in the administrative record, now therefore be it

RESOLVED, that the City Council hereby adopts as its own independent findings and conclusions, and the attached CEQA-related findings adopted by AC Transit, including rejections of alternatives as being infeasible, the Findings of Fact, Statement of Overriding Considerations (finding that the benefits of the Project outweigh its environmental impacts), and the Mitigation Monitoring and Reporting Program (Exhibit B to the Resolution); and be it

FURTHER RESOLVED, that the City’s Environmental Review Officer is directed to file a Notice of Determination with the County Recorder; and be it
FURTHER RESOLVED, that the City hereby adopts the DOSL BRT Project and concurs with AC Transit on the selection of the DOSL BRT Project alternative as the preferred BRT Project, and encourages submission of the project to the Federal Transit Administration for funding and authorization to proceed to design and construction; and be it

FURTHER RESOLVED, that the City requires that the attached Conditions of Approval (Exhibit A to the Resolution) be appended to the DOSL BRT Project.

IN COUNCIL, OAKLAND, CALIFORNIA, ________________, 20________

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, DE LA FUENTE, KAPLAN, KERNIGHAN, NADEL, QUAN, BRUNNER and PRESIDENT REID

NOES -

ABSENT -

ABSTENTION -

ATTEST: __________________________
LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California
EXHIBIT A:
PROPOSED CONDITIONS OF APPROVAL FOR THE DOSL BRT PROJECT
DOSL BRT PROJECT CONDITIONS OF APPROVAL

The following Conditions of Approval (COAs) are proposed to be accepted by AC Transit as a requirement of the City of Oakland’s approval the Downtown Oakland-San Leandro (DOSL) Bus Rapid Transit Project (BRT Project). These conditions are not meant to be a comprehensive or detailed list, but represent both general and specific aspects of the project identified to date and are the types of major issues the City needs to see resolved prior to continued stages of work on the project. For this reason, many of these Conditions of Approval are written as principles of agreement.

Should the DOSL BRT Project be approved, the proposed COAs include provisions that AC Transit will work with City staff to develop agreements that will serve to not only reimburse the City for costs, but ensure the City’s proper role in continued public outreach with the residents and merchants, preliminary engineering and final design, and construction oversight. Each of the funding agreements will be prepared and presented to City Council for adoption.

Compliance with these and other conditions or agreements that are developed during DOSL BRT Project stages must be reviewed and approved by the Director of Public Works or designee prior to completion of the indicated phase of the DOSL BRT Project. All approvals for design, acquisition of permits, monitoring, inspection, and compliance authority will rest with the Director of the Public Works Agency or designee. All work will be completed to City requirements and standards.

AC Transit understands that a legal agreement with the City of Oakland will be required to formalize these COAs before the 35% design stage documents are complete.

1. Directly Addressing Business and Residential Impacts
The City has supported economic development along the DOSL BRT Project line through many methods, one of which is the establishment of parking spaces to support automobile access to business. The DOSL BRT Project will need to remove some parking spaces where fixed stations will be built and the roadway width is too narrow to accommodate both parking and travel lanes. At this stage of the conceptual design process, it is not possible to tell with certainty how some existing businesses’ parking needs will be impacted by this Project.

Requirement: AC Transit will hold additional meetings with those businesses impacted by the removal of parking for the DOSL BRT Project. A process will be established by AC Transit to discuss and record the affected owner’s issues and to commit to specific mutually agreeable solutions with the business owner and the City within the financial constraints of the project. All solutions will be incorporated into the DOSL BRT Project before finalizing the 35% stage of preliminary design.

When Required: Prior to finalizing the 35% stage of preliminary design.

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DOSL BRT PROJECT CONDITIONS OF APPROVAL

II. Parking Mitigation
Three commercial areas were identified where the DOSL BRT Project displaces significant parking, demand exceeds 85 percent, existing off-street parking is limited, opportunities to park on nearby cross-streets is limited, and opportunities to provide parking by improving the use of nearby existing parking is limited. For these reasons, provision of parking lots that fully offset parking loss will be required, and the City will collect any revenue from meters or parking lot control systems in the following areas:

A. San Antonio District

Requirement: AC Transit shall coordinate acquisition, design, construction, operations and maintenance efforts necessary to provide off-street parking in the vicinity of International Boulevard and 20th Avenue to mitigate the removal of on-street parking in the San Antonio District. This may occur by locating or creating new parking spaces, or acquiring a parking lot, whichever best meets the business owner’s needs. AC Transit shall also assure that pedestrian safety lighting, according to City standards, is provided at any parking lot and along the path of travel to E. 12th Street and to International Boulevard.

When Required: Parking solutions shall be acquired/resolved/prior to construction award and available for parking prior to construction on International Boulevard in the vicinity of the 20th Avenue.

B. Fruitvale District

Requirement: AC Transit shall coordinate acquisition, design, construction, operations and maintenance efforts necessary to provide off-street parking in the Fruitvale District to mitigate the removal of on-street parking along International Boulevard due to construction of the DOSL BRT project. AC Transit shall also assure that pedestrian safety lighting is provided at the subject parking lot and along the path of travel to International Boulevard according to City requirements.

When Required: Lot shall be acquired prior to construction award and available for parking prior to construction in the Fruitvale district.

C. Elmhurst District

Requirement: AC Transit shall coordinate acquisition, design, construction, operations and maintenance efforts necessary to provide off-street parking in the vicinity of International Boulevard and 87th Avenue to mitigate the removal of on-street parking in the Elmhurst District due to construction of the BRT project. AC Transit shall also assure that pedestrian safety lighting is provided at the subject parking lot and along the path of travel to

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International Boulevard according to Oakland’s published lighting standards and City requirements.

**When Required:** Lot shall be acquired prior to construction award and available for parking prior to construction in the Elmhurst district.

### III. Relocated and Additional BRT Project Station Locations

In response to concerns raised by the community, several stations shall be moved and two additional stations shall be added to the DOSL BRT Project. In total, these small adjustments are intended to better serve senior centers, schools, and residential areas, and will result in shorter walking distances to reach the stations for these populations. If these station relocations have a negative affect on other constituents, AC Transit will hold additional meetings with those businesses or residents impacted by the DOSL BRT Project and work with the City to resolve these issues to the City’s satisfaction.

- **A. International at 63rd Avenue**
  **Requirement:** AC Transit shall coordinate design and construction of a new BRT Project station in the vicinity of 63rd Avenue, in order to achieve better station spacing.

- **B. International at 65th Avenue**
  **Requirement:** AC Transit shall coordinate design and construction of a relocated BRT Project station at 67th Avenue, replacing the planned BRT Project station at 65th Avenue, in order to better serve nearby schools.

- **C. International at 85th Avenue**
  **Requirement:** AC Transit shall coordinate design and construction of a relocated BRT Project station at 86th Avenue, replacing the planned BRT Project station at 87th Avenue, in order to achieve better station spacing.

- **D. International at 90th Avenue**
  **Requirement:** AC Transit shall coordinate design and construction of a new BRT Project station in the vicinity of 90th Avenue, in order to achieve better station spacing.

- **E. International at 103rd Avenue**
  **Requirement:** AC Transit shall coordinate design and construction of a relocated BRT Project station at 103rd Avenue, replacing the planned BRT Project station at 104th Avenue, in order to better serve nearby senior facilities

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DOSL BRT PROJECT CONDITIONS OF APPROVAL

When Required: All feasible solutions will be incorporated into the DOSL BRT Project before finalizing the 35% stage of preliminary design.

IV. Pedestrian Safety
Pedestrian and patron safety needs to be specifically addressed as a part of this project. (See also Section X, Maintenance and Operations.)

A. Pedestrian Lighting at Stations
Requirement: AC Transit shall provide pedestrian-scale safety lighting in the vicinity of all DOSL BRT Project stations, including the stations themselves and adjacent sidewalks. This lighting will be replaced by AC Transit as needed and will also be the responsibility of AC Transit for energy supply and maintenance.

When Required: During Preliminary Engineering and Final Design

B. Pedestrian Lighting at All New and Upgraded Signalized Intersections
Requirement: AC Transit shall provide safety lighting at all signalized intersections being upgraded or implemented by the DOSL BRT Project. This lighting will be replaced or repaired by AC Transit as needed. The lighting will be the responsibility of the City for energy supply and maintenance.

When Required: During Preliminary Engineering and Final Design

C. Pedestrian Lighting at All New and Upgraded Pedestrian Crossings
Requirement: AC Transit shall provide safety lighting at all pedestrian crossings with pedestrian detection being upgraded or implemented by the DOSL BRT Project. This lighting will be replaced or repaired by AC Transit as needed. The lighting will be the responsibility of the City for energy supply and maintenance.

When Required: During Preliminary Engineering and Final Design

D. Security Provisions at All Stations
Requirement: AC Transit shall provide security, to include cameras and safety personnel as necessary to ensure the security of the patrons at the stations and in nearby areas. The security systems will be replaced or repaired by AC Transit as needed. The security system will be the responsibility of AC Transit for energy supply and maintenance.

When Required: During Preliminary Engineering and Final Design
DOSL BRT PROJECT CONDITIONS OF APPROVAL

V. Functional Needs Access

A. Staff Review

Requirement: Sign-off by the City Americans with Disabilities Act (ADA) Title II Coordinator is required for all improvements to the public right-of-way under city's control, at regular intervals as part of the established Oakland Public Works (PW) review process.

When Required: During Preliminary Engineering and Final Design

B. Community Review

Requirement: A joint AC Transit / City of Oakland Access Advisory Committee will review and provide comment on all aspects of the project design and delivery.

1. The existing AC Transit Access Advisory Committee and City of Oakland Mayor's Commission on Persons with Disabilities/Commission on Aging Access Compliance Advisory Committee shall jointly review the BRT in Oakland prior to the finalization of the 35% preliminary design, prior to the 65% design, prior to the 100% design, and prior to finalization of service and operating plans.

2. This joint body shall function as the official ADA / Rehabilitation Act of 1973 [Section 504] review committee for the BRT Project in Oakland. This joint body shall ensure that the BRT Project is meeting the local priorities of persons with disabilities in Oakland and shall be afforded the opportunity to provide comment on all aspects of the design and delivery of BRT Project, such as:
   a. Infrastructure (street improvements)
   b. Stations
   c. Vehicles
   d. Fare Collection
   e. Intelligent Transportation Systems
   f. Service and Operating Plans

When Required: During Preliminary Engineering and Final Design

C. ADA Compliance Standards

Requirement: The BRT Project in Oakland shall comply with Federal ADA Guidelines and Standards, as well as all applicable State and Local accessibility requirements, such as:

U.S. DOJ 2010 ADA Standards [link];
http://www.ada.gov/2010ADASTANDARDS_INDEX.HTM
DOSL BRT PROJECT CONDITIONS OF APPROVAL

U.S. Access Board ADA Guidelines for Transportation Vehicles [link];
http://www.access-board.gov/transit/
U.S. Access Board ADA Standards for Transportation Facilities [link];
http://www.access-board.gov/ada-aba/ada-standards-dot.cfm;

When Required: During Preliminary Engineering and Final Design

D. International Best Practices
Requirement: AC Transit shall apply international best practices and universal
design principles in the design and delivery of bus rapid transit in Oakland. This
applies to infrastructure, vehicle, and service delivery system design,
construction, and operation. International best practices include, but are not
limited to “Technical and operational challenges to inclusive Bus Rapid Transit”
Accessibility Guidelines” (2006); all compiled by T. Rickert for the World Bank.

When Required: During Preliminary Engineering and Final Design

VI. Paving
The BRT Project will remove parking lanes and restrict autos and trucks to one lane in
each direction, increasing total wear and tear of these roadways. In order to
accommodate this increased level of use, and to minimize future repairs that would force
temporary suspension of dedicated bus lanes or detours to adjacent facilities, these lanes
must be reconstructed and paved as part of the seamless whole of the paving project.

A. Paving for the Downtown Oakland to San Leandro component of the BRT
Project
Requirement: AC Transit shall rehabilitate (not spot pave) all lanes, including
the BRT-dedicated travel lanes, general purpose lanes, and any remaining
parking lanes on International Boulevard, 11th Street, 12th Street, and E. 12th
Street from curb to curb, wherever needed, to provide a 12-year useful life for
these facilities. Rehabilitation method will be determined based on the
existing condition and anticipated traffic index.

When Required: Pavement design is required as part the design of the project, and
delivered during construction of the BRT Project.
DOSL BRT PROJECT CONDITIONS OF APPROVAL

VII. Bicyclist Safety
Where compatible bike lanes exist along the corridor, the DOSL BRT Project shall fill gaps in the system and provide bike parking.

A. Class II bike lanes
   Requirement: AC Transit shall design and construct Class II bike lanes on East 12th Street from 2nd Avenue to 3rd Avenue to close the bike lane gap between the current 12th Street Measure DD Project and the East Bay BRT Project as proposed.

   When Required: Design completed prior to advertisement of the construction contract.

B. Bicyclist Safety Provisions Near Each BRT Station
   Requirement: AC Transit will install bike racks in the near vicinity of stations, to meet demand, based on availability of space. These will allow bicyclists to have safe, lighted, and easy access to the BRT system. These racks shall be designed and located in conjunction with the City’s Bicycle and Pedestrian Program, and maintained by AC Transit.

   When Required: Design completed prior to advertisement of the construction contract.

VIII. Oakland Streetscape Project Coordination

A. 14th Avenue Streetscape Project
   Requirement: AC Transit shall coordinate design and construction efforts on East 12th Street/International Boulevard and 14th Avenue with the 14th Avenue Streetscape Project, which is currently in design development under a design/build contract by the City of Oakland. If the City’s 14th Avenue project does not go through, AC Transit will work with the City to ensure that 14th Avenue design components related to the BRT Project are incorporated into the design and construction of the BRT Project.

   When Required: During Preliminary Engineering phase

IX. Coordination with International Blvd Transit-Oriented Development (TOD) Plan
The BRT project should coordinate with and help meet the public access goals of the International Boulevard Transit Oriented Development Plan completed in 2011 by the City of Oakland.
DOSL BRT PROJECT CONDITIONS OF APPROVAL

A. Implement Category 1 pedestrian improvements
   Requirement: AC Transit shall install pedestrian signals or other pedestrian improvements at named locations along International, or, if infeasible, at alternate locations that provide a minimum of 800-toot spacing between adjacent signalized crossings.

   When Required: During Preliminary and Final Engineering phases

X. Maintenance and Operations
AC Transit agrees that the City of Oakland should not incur additional maintenance costs due to implementation of the DOSL BRT Project, and that AC Transit will assume responsibility for any City maintenance cost resulting from the project.

A. BRT Stations:
   Requirement: AC Transit is responsible for all operation and maintenance of stations, including all capital replacement.

B. BRT Transit-way, pavement and bus pads
   Requirement: AC Transit is responsible for all operation and maintenance of the transit way, pavement, and bus pads, including all capital replacement.

C. BRT Transit-way and medians
   Requirement: AC Transit is responsible for operation and maintenance of any new or upgraded facilities constructed for or needed as a result of the BRT Project.

D. BRT Transit-way - Other (Signs, Markings, etc)
   Requirement: AC Transit is responsible for all operation and maintenance of all BRT Project facilities.

E. Traffic Signal Systems
   Requirement: The City will continue to operate and maintain signal timing and Transit Signal Priority (TSP) through the city's Traffic Management Center after AC Transit pays for installation of new equipment. AC Transit will reimburse the City for any AC Transit-requested signal timing changes or TSP-related costs.

F. Corridor Communication Systems
   Requirement: Each agency pays to operate and maintain their respective systems such as power and utility for cameras, payments, security, etc.
DOSL BRT PROJECT CONDITIONS OF APPROVAL

G. Parking Meters
Requirements: City assumes ownership, operations and maintenance of on-street meters, after capital investment by AC to remove, replace, or install new meters as required for the DOSL BRT Project.

H. Litter and Graffiti, etc.
Requirements: AC Transit is responsible for picking up litter, erasing graffiti and performing other clean up as needed for the maintenance of the station areas, transit way, signs, poles, and other DOSL BRT Project-related facilities.

I. During Construction
Requirement: AC Transit will be responsible for clean up of the site during construction, including litter and graffiti. All necessary measures shall be taken to ensure that materials from the job site identified in the project Waste Reduction and Recycling Plan (WRRP) are recycled.

When Required: A signed MOU inclusive of details regarding the principles outlined above is required prior to advertisement of the construction contract.

XI. Reimbursement of City Costs
Resolution of community concerns, and the design, construction, and operation of the DOSL BRT Project in City-owned right of way creates an on-going requirement for City review and approval at all levels of project development. Prior to the start of each phase of development, as follows, AC Transit and the City will complete an agreement specifying compensation for City staff in the development of the project.

A. Ongoing Community Engagement
Requirement: AC Transit shall compensate City staff for participation in and support of ongoing or additional community meetings or meetings with those businesses or residents impacted by the DOSL BRT Project.

When Required: From City Council approval of the project through completion of construction.

B. Design and Engineering
Requirement: AC Transit shall compensate City staff for their review of the design of the DOSL BRT Project through completion of the final design and preparation of a bid package for construction. In lieu of standard fees, a funding agreement may be developed specifying the scope and costs of this review.

When Required: Prior to commencement of Preliminary Engineering Phase
DOSL BRT PROJECT CONDITIONS OF APPROVAL

C. Construction Management

Requirement: AC Transit shall compensate City staff for their costs during the DOSL BRT Project construction phase, which includes but is not limited to permitting, review and inspection of construction. In lieu of standard fees, a funding agreement may be developed specifying the scope and costs of this review.

When Required: Prior to advertisement of construction contract

XII. Abandonment of Project

Required: If, for any reason, the DOSL BRT Project is abandoned during the construction period, or fails to remain in operation by AC Transit or another transit agency, the constructed improvements will be removed by AC Transit at the request of the City. Traffic lanes, signals and other roadway infrastructure will be reconstructed to an acceptable condition and configuration as directed by the City.
MISSING ORIGINAL LEGISLATION

Resolution / Ordinance Number: 84016

City Council Meeting Date: 7/17/12

Agenda Item No.: 8-21

Recorded Vote: [signature]

Reason for Missing Legislation:
- [ ] Draft submitted in agenda packet, original never received
- [x] Council amended legislation at the meeting

Responsible Contact Information:

Department: PWA

Contact Person/Ext.: 1. Sturr x 6229

Notes (if any):