



DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE HERCULES INTERMODAL TRANSIT CENTER

VOLUME 1

STATE CLEARINGHOUSE #2009112087

Prepared by:



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CITY OF HERCULES INTERMODAL TRANSIT CENTER

Draft EIR/EIS

Prepared by
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September 2010

**HERCULES INTERMODAL TRANSIT CENTER
Hercules, California**

**DRAFT ENVIRONMENTAL IMPACT REPORT/
DRAFT ENVIRONMENTAL IMPACT STATEMENT**

PREPARED PURSUANT TO:

California Environmental Quality Act, PRC 21000 *et seq*, and the State of California CEQA Guidelines, California Administrative Code, 15000 *et seq*; National Environmental Policy Act of 1969, §102 (42 U.S.C. §4332); Federal Transit Law (49 U.S.C. §5301(e), §5323(b) and §5324(b)); Executive Order 11990 (Protection of Wetlands); Executive Order 11988 (Floodplain Management), Executive Order 12898 (Environmental Justice), National Historic Preservation Act of 1966 § 106 (16 U.S.C. §470f)

by the

City of Hercules, California

and the

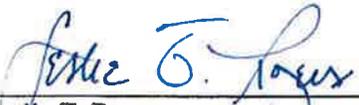
*FEDERAL TRANSIT ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION*



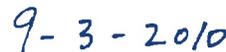
Lisa Hammon
Assistant City Manager
City of Hercules, California



Date of Approval



Leslie T. Rogers
Regional Administrator, Region IX
Federal Transit Administration



Date of Approval

ABSTRACT

The City of Hercules, California (Hercules) proposes to construct an intermodal transit center (ITC), associated roadway improvements, and ancillary facilities at a site adjacent to San Pablo Bay in Contra Costa County. This document is a joint Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) and analyzes the environmental impacts of the ITC. The EIR is prepared in accordance with the California Environmental Quality Act (CEQA), and the City is the State lead agency under CEQA. The EIS is prepared in accordance with the National Environmental Policy Act (NEPA) and the Federal Transit Administration is acting as the federal lead agency under NEPA. The City intends, in part, to construct this facility with federal funding, which invokes the application of NEPA. Hercules will also coordinate with the Capital Corridor Joint Powers Authority (CCJPA) to provide intercity passenger rail service to the site and the Western Contra Costa Transit Authority (WestCAT) to provide bus connections.

Prior to identifying a preferred alternative, various sites along the Union Pacific Railroad (UPRR) corridor were considered and rejected due to a variety of reasons, including safety considerations (inadequate sight lines) or fewer projected transit riders. The attached EIR/EIS considers two action alternatives (one on the west side of Refugio Creek and the other on the east side) and the No Action alternative.

Environmental concerns include potential adverse effects to biological resources from clearing the site, realigning Refugio Creek, and dredging a channel into San Pablo Bay to facilitate flow of Refugio Creek during heavy rain fall and high tides. The proposed project would move the Union Pacific tracks closer to sensitive receptors and there would be a slight increase in noise as a result of the proposed project. Other elements of the built environment would experience a beneficial effect from improved access to public transit services and the project would further the City of Hercules' land use goals.

FOR ADDITIONAL INFORMATION CONCERNING THIS DOCUMENT, CONTACT:

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A 45-day period has been established for comments on this document. Comments may be submitted in writing or may be made orally at the public hearing(s). Written comments should be submitted to Lisa Hammon or Paul Page at the addresses above. Information on the public hearing can also be obtained from the City of Hercules.

PREFACE

This Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) has been prepared pursuant to California Environmental Quality Act (CEQA), PRC 21000 *et seq*, and the State of California CEQA Guidelines, California Administrative Code, 15000 *et seq*; as well as the NEPA of 1969, §102 (42 U.S.C. §4332). There are a number of differences between the guidelines for CEQA and NEPA that affect reporting in this document. CEQA provides an Initial Study Checklist (Appendix G of the CEQA Guidelines) that describes thresholds for determining significance for environmental topics. These thresholds, along with the other local requirements that were used throughout the analysis, are presented in Chapter 5, Table 5-1, CEQA Significance Criteria. CEQA requires identification of and mitigation for significant adverse impacts in an EIR, while under NEPA, measures to avoid, minimize or mitigate impacts are considered for all of the adverse impacts of a project regardless of significance. Another important difference between CEQA and NEPA is that CEQA primarily considers impacts to the physical environment while NEPA includes impacts to the human environment, such as socioeconomic impacts and environmental justice.

The affected environment or existing conditions are described in Chapter 3 of this Draft EIR/EIS. Chapter 4 documents the construction, operational and cumulative impacts of each alternative and identifies measures that will mitigate the impacts. Due to the joint CEQA/NEPA nature of the environmental analysis, CEQA significance determinations have been called out separately after each impact is discussed in Chapter 4. In addition, Chapter 5 includes discussions of significance before and after mitigation, a summary of any significant and unavoidable impacts, growth inducement and cumulative impacts, pursuant to CEQA Guidelines and Statute. The evaluation of project alternatives is included in Chapter 6.

Technical appendices, which were prepared as part of the environmental analysis for the project, are available for review at the City of Hercules, 111 Civic Drive, Hercules, CA. Please contact Lisa Hammon at (510) 799-8251, or at lhammon@ci.hercules.ca.us.