



**Policy Advisory Committee
September 30, 2011
1:00 PM
Union City Council Chambers**

1. Call to Order
2. Roll Call
3. Chairperson Comments
4. Project Manager Comments
5. Public Comment (For items not on the agenda)
6. Consent Calendar
 - a. Minutes of June 24, 2011 Meeting
7. Report of the Citizens Advisory Panel
8. Action Items
 - a. Expanded Bus Service Plan
 - b. DRC Station Site Screening Process
 - c. DRC Alternatives Screening Process
9. Information Item (s)
 - a. Update on Environmental Document Preparation
10. Correspondence
11. Requests from Members
12. Next Meeting – Purpose and Date
13. Adjourn

Meeting:
DRC Policy Advisory Committee

Date:
June 24, 2011

Location:
San Mateo Transit District Offices
San Carlos, CA

Time:
Meeting Start: 1:07 pm
Meeting Adjourn: 3:06 pm

Minutes Prepared By:
Paula Hirsch

Issue Date:
July 27, 2011

Attendance:

Attendees (sign-in sheet attached)	
<p><u>Policy Committee Members</u></p> <p>Mark Green, ACTC (Chair) Carlos Romero, SMCTA (V. Chair) Ana Apodaca, ACTC Tom Blalock, CCJPA Kelly Fergusson, SMCTA Kevin Mullin, MTC Dominic Dutra, ACTC</p>	<p><u>Project Staff</u></p> <p>Marian Lee, Joint Powers Board Hilda Lafebre, Joint Powers Board Donna Chung, Joint Powers Board William Hurrell, Wilbur Smith Associates Paula Hirsch, Wilbur Smith Associates Larry Pesesky, Louis Berger Group Sylvia Cox, Joint Powers Board</p> <p><u>Others</u> Please refer to the attached sign-in sheet</p>

Item No. Discussion

1. Call to Order

Chair M. Green called the meeting to order.

2. Roll Call

Sufficient members were in attendance to achieve quorum.

3. Chairperson’s Comments

M. Green stated that MTC and the ACTC have put forward \$150,000 each to fund a study of the Segment G right-of-way between Hayward and Shinn. ACTC will be the manager of the study.

4. Project Manager’s Comments

M. Lee explained that she has been asked to take on the coordination of the high speed rail and Caltrain electrification projects. A consultant, Aidan Hughes, has been hired to take her role overseeing the Dumbarton project.

5. Public Comments (for items not on the agenda)

There were no comments.

6. Consent Calendar

The April 22, 2011 meeting minutes were approved.

7. Report of the Citizen Advisory Panel (CAP)

T. Pitsker from the CAP reported that he has been appointed as the new chairperson and Barry Ferrier has been appointed to be Vice Chair.

8. Information Items

A. Bus Enhancement Presentation:

The current Dumbarton Express Service is funded by DBROC, a consortium which includes the VTA, SamTrans, BART, Union City Transit, and AC Transit. The current annual budget is approximately \$1.36 million, which is funded 64% by the consortium and 36% from fare box revenues. AC Transit is the administrator and the operator of the service.

Dumbarton Express operations include the following services:

- Line DB connects Union City BART – Palo Alto Caltrain – Stanford Research Park, peak headways are 30 minutes.
- Line DB1/DB3 connects Union City BART – Stanford Research Park, peak headways are 30 minutes.

The service has an average daily ridership of approximately 1,100 passengers with a peak load factor of about 80-90% with standing loads on some trips. In a recent survey, passengers requested additional frequency and seating capacity, as well as additional parking at Ardenwood.

A concept bus proposal was presented that showed modifications to the current routes and expanded service. The ridership model forecasts 2,500 daily boardings in the year 2035 for the current service with an increase to 4,700 boardings for the “expanded” service.

DRC RM2 operating funds will need to be requested in order to fund the expanded service. Further expansion beyond the concept presented would likely require capital improvements (bus lanes, signal preemption, and transit stops, etc). These would need a separate funding source.

SamTrans, on behalf of DBROC, have issued an RFP to engage a new operator for the existing service. It includes an option to operate the expanded service. Proposals are due this month, with contractor selection expected in July.

The DRC PAC and DBROC need to approve the expanded bus proposal and submit a request to MTC for use of DRC RM2 operating funds. MTC will need to hold a public hearing and put the item on the commission agenda. If approved, MTC would initiate the allocation process that would allow the expanded service to be implemented.

The staff proposes the following steps and schedule to implement expanded bus service:

1. Select New Operator – September 2011
2. DRC PAC and DBROC approve expanded bus proposal and submit request to MTC for temporary use of DRC RM2 operating funds – Fall 2011
3. MTC Public Hearing & Commission Consideration – Winter/Spring 2012
4. If Approved, MTC Allocation Process – Winter/Spring 2012
5. Expanded Service Implementation – Spring 2012

B. Discussion

M. Green asked what would be the effect of reducing 20 minute headways to 15 minutes in terms of ridership. B. Hurrell responded that yes, that would increase ridership. The idea here is to incrementally improve things to see how people react. If there were a strong increase in ridership at the 20 minute headway level, we would then consider moving forward to a 15 minute service level. We need to make sure that we meet the 30% farebox recovery required by RM2.

M. Green inquired what the ridership and the cost of the full enhanced service are projected to be. B. Hurrell replied that it is close to 8,000 riders, and a cost of approximately \$7 million per year before farebox revenues.

C. Romero asked why the U Bus route run by AC Transit does not stop at one or two more places in the communities rather than traveling non-stop from the East Bay to Stanford University. C. Lavigne replied that the U Bus receives financial support from Stanford University and from the region at this time. That contract is expiring and we are at a point where additional stops could be discussed.

C. Romero stated that he is concerned about the elimination of Route DB3 which provides reverse direction service from Stanford to the East Bay. Students use the service to access Ohlone College and we need to maintain some reverse direction service.

K. Fergusson commented that staff should review potential ridership from downtown Menlo Park. Menlo Park had the 10th highest ridership in 2005 and strong density in downtown. B. Hurrell responded that Menlo Park is a possibility. Ridership potential is not as high as Palo Alto or Stanford, but it should be a future consideration.

M. Lee noted the flexibility of the contract and mechanism to expand the service with a contract amendment.

M. Green commented that November seemed reasonable to aim for approaching MTC. After the meeting in September we need to have the DBROC agencies do their approvals in October. The MTC process can start in November. M. Lee responded that the estimated time frame was based on discussions with MTC staff and that it was anticipated that the expanded bus service would be operating in March 2012.

Public Comment

J. Bigelow commented that the bus planning effort should involve the new Facebook project in Menlo Park- the Sun Microsystems campus is not suitable for the circulation of large buses. He also urged moving ahead with the expanded bus proposal process. He encourages support for the bus to evolve to rail.

A. Levin, representing Friends of Caltrain, commented that they are happy to see proposed investment for a bay crossing. If the bus service is cut going from Palo Alto east in the morning, some service in this direction needs to be maintained.

S. Lempert commented that when you go to MTC, you have to make sure that the agreement to shift the rail operating funds to the bus service is clearly temporary. We should involve Facebook in this process.

C. Station Planning Process

The project team has initiated a station planning process. The purpose of the process is to use the environmental review procedure to evaluate the identified station options in terms of their suitability to be included as part of the project alternatives in the EIS. This process could result in one or more station sites being eliminated from further consideration if a serious environmental problem or other deficiency is found. The station planning process involves the following steps:

- Update Station Information (completed)
- Conduct Screening (July 2011)
- Meetings with the Jurisdictions (July/ August 2011)
- Develop Conclusions (August 2011)

- Confirmation with the PAC (September 2011)
- Complete FEIS (Fall 2012)

D. Discussion

T. Blalock inquired about the maximum number of stations, if it is four or five. B. Hurrell responded that there are seven stations under consideration: Union City, Fremont, Newark, East Palo Alto, Menlo Park, North Fair Oaks and Redwood City.

M. Lee added that the initial project landed on the Peninsula side in Menlo Park. The options are either East Palo Alto, Menlo Park or North Fair Oaks.

K. Fergusson gave a presentation on the planning effort for the new Facebook campus and how it proposes to integrate with the Menlo Park rail station and the surrounding community.

C. Romero commented that he has met with K. Fergusson and it appears that the cities are not far from deciding where a station should be.

Public Comment

J. Carlson, Atherton Councilmember, commented that having a station in Menlo Park would be beneficial.

J. Bigelow, on behalf of Menlo Park Chamber of Commerce, commented that they have been long-term supporters of the Dumbarton Project and they encourage the city of Menlo Park and the PAC to move forward with a Menlo Park station.

J. Calhoun, business property owner in Menlo Park near station, commented that the Facebook project represents a golden opportunity to develop a rail station.

Harry Benz, Menlo Park Chamber of Commerce, and Belle Haven resident expressed concern that Willow Avenue is not pedestrian friendly. If Facebook wants to engage with the Belle Haven community socially, the Willow Avenue intersection will have a lot of pedestrians and they would like to see a train station within walking distance.

E. Correspondence

None.

F. Requests from Members

None.

G. Next Meeting

M. Green proposed September 30 at a place to be determined, likely to be in the East Bay.

Meeting adjourned at 3:06 P.M.



Subject: Policy Advisory Committee

Date: June 24, 2011

Time: 1:00 PM

Location: San Carlos

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Memorandum

Date: September 15, 2011

To: Policy Advisory Committee

From: Aidan Hughes, JPB

Re: Dumbarton Rail Corridor: Expanded Bus Proposal

At the previous PAC meeting (June 24 2011), staff presented a proposal for a) an expanded bus service in the Dumbarton Corridor and for b) the PAC to request MTC to assign RM2 funds currently assigned to rail operations and temporarily re-assign them to support the expanded bus service. The PAC commented on both proposals and asked staff to address comments and present a recommendation to this meeting.

Accordingly, staff has developed a more robust service plan for the expanded bus service increasing service by 47% over the existing service – the previous expanded bus service increased service by 34%. Staff has also prepared draft language to support the request for RM2 funding.

Recommendation

Staff recommends that the PAC support the expanded bus proposal included in this memo and direct staff to request the re-assignment of RM2 funds as set out in Attachment A.

Background

At its Board meeting on Sept. 14, 2011, the SamTrans Board approved the appointment of a new operator for the DBROC supported Dumbarton Service. At its meeting on Sept. 15, 2011, DBROC approved the new operator to be in place on December 19, 2011. At the same meeting DBROC also supported the proposed “expanded bus service” for the Dumbarton Corridor and agreed that the Dumbarton PAC request RM2 funds to support the expanded bus service.

The service that starts December 19, 2011 will consist of the following routes:

- DB - Union City BART via Willow and Lytton Avenues to the Palo Alto Caltrain Station and Stanford Research Park - Peak Headways: 30 min – Weekday Hours of Service: 13
- DB1- Union City BART to the Stanford Research Park via the Oregon Expressway – Peak Headways -30 min – Weekday Hours of Service: 5

Note that the current DB Express Route DB3 will be discontinued once the new operator takes over the service. This decision was made because this route which consists of 9 daily trips only serves 47 people.

Expanded Bus Service Plan

The Expanded Bus Service Proposal involves the following modification of these routes as shown on the map on the following page:

- DB – This route would be shortened to terminate at the Stanford University Oval instead of the Stanford Research Park – the peak headway would remain at 30 minutes – the daily hours of services would be unchanged at 13.
- DB1 – The route would remain the same – the peak headway would be reduced to 20 minutes – the daily hours of service would be expanded from 5 to 14.5

The table below provides a comparison of the total daily bus hours of service required to operate both the current existing and the expanded bus service options.

<i>Service Category</i>	<i>In Service Hours</i>	<i>Layover Hours</i>	<i>Total Revenue Hours</i>
Proposed Service (Total)	82.88	11.17	94.05
Existing Service (includes route DB3)	57.40	6.65	64.05
Difference	25.48	4.52	30.00
Percent Change	44%	68%	47%

The expanded plan represents an increase in service hours of 47 percent. This plan would cost between \$2.5 - \$3.0 million per year to operate.

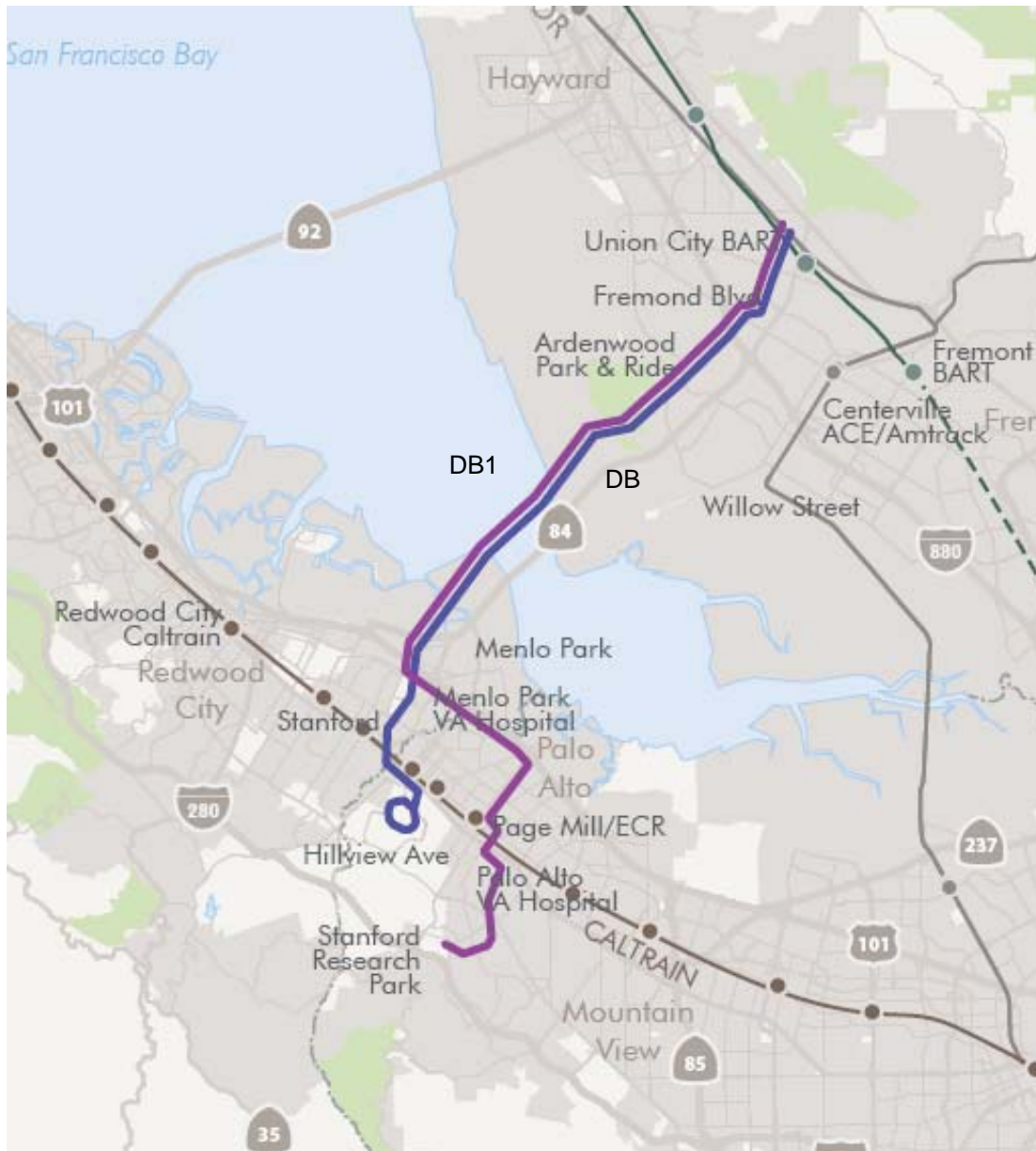


Figure 1 Proposed Dumbarton Express Routes DB and DB1

Responses to PAC Member Requests

At the June 24, 2011 PAC meeting a number of comments and suggestions were put forward by the PAC members. These have been addressed in the plan as follows:

- Reduced Service in the Off-Peak Direction – There was concern that the elimination of DB3 would eliminate all service in the reverse commute direction. The expanded plan does include reverse commute direction services on both routes DB and DB1. None of this service has been cut, and due to the expanded hours of service on DB1 some additional service was added.
- Increased Overall Service – There was a desire expressed that the amount of the increase in service be more substantial given the availability of RM2 funds. This plan calls for a 47% percent increase in service as compared with the 34% percent increase associated with the plan presented on June 24, 2011.
- Increased Service Coverage – It was requested that modification of the expanded service be considered to provide service to the Menlo Park Caltrain Station. A review of this request determined that modification of one of the two routes to serve this location would result in too much added travel time for those wishing to go the Stanford University area. The alternative of adding a new route to serve this destination was also examined. At the present time the level of ridership demand would not be sufficient to justify a new service. However, the planned future growth in the station area could result in levels of demand that would justify the added service in a future phase of the development of the DB Express service.
- Increase Midday Off-peak Service –Additional midday service was added in response to this request.

Relationship to the Enhanced Bus Service Plan

The expanded bus plan is viewed as the first phase of a much more intensive plan to improve bus service in the DRC Corridor. The DRC EIS/EIR will include a bus alternative called the Enhanced Bus Service Plan that is intended to represent a long term vision of improved bus service. Over time it is anticipated that

both capital and operating improvement will be made to the DB Express service to ultimately transition to a plan consistent with the Enhanced Bus Service Plan. It is important to have a logical, gradual transition from the current level of service to the ultimate enhanced level of service. Growth in corridor travel demand is needed, and increased development density around key transit destinations is essential. In particular, RM2 transit operating funds come with a requirement of a 30% farebox recovery requirement. The current service is at 34%, so care must be taken to ensure that service improvements do not result in reduced productivity.

Expanded Bus Program Implementation – RM2 Funding

Staff recommends that the PAC support the expanded bus proposal and direct staff to submit a request to MTC for RM2 funding. A draft letter requesting that funding is attached (Attachment A). Two points of note:

1. The request is for the re-assignment of all the available RM2 funds (\$5.5million).
2. In due course the PAC will make another application to MTC for the funds to be re-assigned from bus operations to rail. This will require a hearing and resolution.

Should the PAC proceed with the staff recommendation, an application will be made to MTC in early October 2011. MTC will prepare for a hearing and, assuming a favorable outcome, proceed to a resolution for the re-assignment of funds in December 2011.

AC Transit as the administrator of the service will be notified of the funding and will proceed to implement the expanded service in spring 2012. The service will be implemented in phases and may be modified as circumstances dictate.

Attachment A

Draft Request for RM2 Allocation of Funds – Dumbarton Rail Corridor

Proposal

The Dumbarton Policy Advisory Committee (PAC) requests that MTC redirect currently programmed RM2 funds allocated to operating assistance for Dumbarton Rail transit services to support operations for bus service on the Dumbarton corridor. According to California Streets and Highways Code Section 30914(d), MTC may provide operating assistance for Dumbarton Rail transit services in an amount of \$5.5 million annually. The request is that, due to financing obstacles which make the completion of the rail project unrealistic at this time, these funds be redirected to support an expanded bus service in the Dumbarton corridor. The expanded bus service will be provided in compliance with all required performance measures (including farebox recovery) stated in the RM2 policies and procedures.

The re-assignment of the funds to the bus service will meet existing demand and build transit ridership in the corridor in the immediate timeframe while strengthening the justification to invest in the rail project in the long term

In due course, once the rail service is in place, the PAC will, in compliance with Section 30914(f), request MTC to re-assign the RM2 funds to support rail operations. At that time it is anticipated that the bus service would evolve to support rail as a complementary transit service in the corridor.

Justification

The current rail proposal for the Dumbarton Corridor is progressing through an EIS/EIR process with a scheduled submission date for the Final EIS/EIR scheduled in the fall of 2012 and an anticipated Record of Decision in spring 2013. The rail project is not fully funded due to circumstances beyond local control. While the PAC continues to plan for rail in the long term and is preparing a funding plan it hopes will address the existing shortfall, in the interim, the PAC proposes the best use of the RM2 funds would be to build on the existing bus service in the corridor by providing an expanded bus service. Such use is consistent with Section 30194(f).

The current Dumbarton bus service is operated by AC Transit on behalf of the Dumbarton Bridge Regional Operations Committee – a consortium of 5 operators (AC Transit, VTA, SamTrans, BART and Union City Transit). The service comprises 3 routes, DB, DB1 and DB3. DB3 is under-performing and is scheduled to be discontinued in December 2011. The Dumbarton bus service has experienced increased ridership over the last 5 years and has some 1,100 daily riders (April 2011) with standing loads on some trips. It is operating at a farebox recovery of 36%. The expanded service is forecast to significantly increase ridership and maintain a farebox recovery at or above 30%. The detailed service plan is described in Appendix A. It is anticipated that service will be implemented in stages starting in spring 2012. If MTC assigns RM2 funding to the bus service, AC Transit would continue to administer the bus service and would provide an annual report to MTC as per RM2 procedures.

Consistency with Other Policies and Programs

The expanded bus service, as described in Appendix A, would be implemented without the need for any capital support for infrastructure. In due course, should capital funds be available, the expanded service could grow to a more substantive bus proposal consistent with the TSM bus alternative currently being studied as part of the EIS/EIR and the bus concepts being developed by MTC for the Regional Transit Sustainability Project. See Appendix B for the TSM bus alternative.



Memorandum

Date: September 7, 2011

To: Policy Advisory Committee

From: Aidan Hughes, JPB

Re: DRC EIS Station Site Screening

BACKGROUND

Following studies conducted in 2010 as part of the Dumbarton Rail Project, staff was directed by the Dumbarton Policy Advisory Committee (PAC) to consider the inclusion of two new stations in the project.

- East Palo Alto (University Avenue) - The City of East Palo Alto secured funding from MTC to conduct a planning study which identified a potential site on the Dumbarton Branch rail line just west of University Avenue.
- North Fair Oaks (Middlefield Road) - A community planning effort for the unincorporated area known as North Fair Oaks in San Mateo County just south of Redwood City identified two sites along the Dumbarton Branch as station “opportunity sites.”

The inclusion of these stations resulted in consideration of whether they were additional to the stations currently included in the project or whether they might replace one or more of the “existing stations” The PAC further directed staff to undertake a screening of all stations as part of the EIS/EIR process and to make a recommendation on the stations to carry through for full consideration in the DEIS.

The stations considered in the screening process were:

- Union City (BART Station)
- Fremont (Centerville Station)
- Newark
- Menlo Park (Willow Road)
- Redwood City
- East Palo Alto (University Avenue)
- North Fair Oaks (Middlefield Road)



SCREENING PROCESS

The Project Team evaluated the station sites in terms of the following criteria:

- Environmental – Are there potentially significant unavoidable impacts associated with any of the sites? Geographical Information System data bases where consulted, as well as past environmental surveys and recent reconnaissance, to conduct the review.
- Land Use – How suitable are the land use characteristics and future land use plans around each of the sites to support a rail station? This information was obtained directly from each of the cities and from ABAG.
- Engineering – What engineering design, right-of-way and cost issues are posed by each of the station sites? The design plans for the original project and updated design studies which address the two new rail alternatives were used in this review.
- Ridership – What is the ridership potential of each of the station sites? Would replacing one of the original stations with a new station increase patronage? Would adding a station have a net positive effort on ridership even though it slows the rail down? Ridership forecasts prepared by the VTA were used for this work.
- Operations – Would any of the rail sites create serious rail operating problems for the service? Rail service computer simulations were evaluated to determine the operating characteristics created by each station location.

Attached are both a summary matrix which shows the results of the screening evaluation and a more complex matrix which provides the details of the evaluation.

CONCLUSIONS

In general the two new station sites, East Palo Alto and North Fair Oaks, do not perform as well as the other five stations in the evaluation. Some of the key issues are:

- East Palo Alto – this site is located in a wetlands area which poses a significant environmental problem. Also because much of the area around the station is wetlands it will be difficult to develop sufficient land use around the station to support the rail service. Future plans for the area do call for development within one-half mile around the station area, but the density is much less than the Menlo Park or the other stations. The specific plan does call for substantial development just beyond the one half mile radius of the station site. If East Palo Alto was added as an additional station stop it would add 3 minutes to the total transbay travel time which would reduce overall ridership. It is very close to the Menlo Park Station site and it would actually take away ridership from that station resulting in no increase in overall (systemwide) ridership.
- North Fair Oaks – the future land use plans for this area call for a major transition from mixed-used industrial and single family homes to more intense, transit supportive uses. However, the current land uses are not transit supportive, so development of this location as a station would be premature at this time. This station is also relatively close to the Redwood City Station and it would capture some of the



ridership that would otherwise go to Redwood City. The net new ridership that would result is less than that produced by the Menlo Park site and the other stations that were part of the original project.

Due to the considerations of land use and ridership noted above neither the East Palo Alto Station or North Fair Oaks are recommended to be included for further study in the EIS.

Dumbarton Rail Corridor Draft EIS/EIR
Summary Station Location Screening Matrix

	Redwood City	North Fair Oaks	Menlo Park		East Palo Alto	Newark	Fremont	Union City
		Middlefield	Northwest	Southeast				
<i>Environmental</i>	Fair	Good	Good	Good	Poor	Fair	Good	Good
<i>Land Use</i>	Excellent	Fair	Good	Good	Poor	Fair	Good	Good
<i>Engineering</i>	Poor	Fair	Fair	Fair	Fair/Poor	Good	Good	Good
<i>Ridership</i>	Excellent	Poor	Fair(Good with Facebook)	Fair(Good with Facebook)	Poor	Good	Good	Excellent
<i>Operations</i>	Fair	Poor	Good	Good	Poor	Good	Good	Excellent
<i>Summary Suitability as a station site</i>	Excellent	Poor	Good	Good	Poor	Good/Fair	Good	Excellent

Dumbarton Rail Corridor Draft EIS/EIR
Station Location Screening Matrix
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	Redwood City	North Fair Oaks	Menlo Park		East Palo Alto	Newark	Fremont	Union City
		Middlefield	Northwest	Southeast				
<i>Environmental</i>								
Major Land Uses within ¼ Mile	Commercial/retail	Industrial, commercial, and residential	Light industrial/business and residential; proposed Facebook campus	Light industrial/business and residential; proposed Facebook campus	Residential community; light industrial/business; wildlife refuge	Industrial area; Newark Dumbarton TOD Specific Plan area	Commercial/retail; nearby residential	New UC intermodal station/parking; nearby residential
Potential EJ Concerns based on both Federal and MTC's standards	Minority and low-income populations	Minority and low-income populations MTC Community of Concern	Minority populations	Minority populations	Minority populations and low income populations MTC Community of Concern	Minority and low-income populations	Minority populations	Minority and low-income populations
Potential to Impact Natural Resources	Minimal	Minimal	Minimal	Minimal	Station site located directly in wetlands area	Potential seasonal wetlands, sensitive plants, and burrowing owl habitat	Minimal	Minimal
Potential to Impact the Built Environmental	ROW acquisition for DRC at RWC Station	Minimal	Minimal	Minimal	Minimal	Minimal	Minimal	Minimal
Site Environmental Concerns	No regulated facilities in ROW or area of impact	No regulated facilities in ROW or area of impact	No regulated facilities in ROW or area of impact	No regulated facilities in ROW or area of impact	No regulated facilities in ROW or area of impact	No regulated facilities in ROW or area of impact	No regulated facilities in ROW or area of impact	No regulated facilities in ROW or area of impact
<i>Environmental Summary</i>	<i>Fair</i> <i>Potential Right-of-Way Impacts</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Poor</i> <i>Potential Wetlands Impacts</i>	<i>Fair</i> <i>Seasonal Wetlands Impacts</i>	<i>Good</i>	<i>Good</i>

Dumbarton Rail Corridor Draft EIS/EIR
Station Location Screening Matrix
Page 2 of 6

	Redwood City	North Fair Oaks	Menlo Park		East Palo Alto	Newark	Fremont	Union City
		Middlefield	Northwest	Southeast				
Land Use								
Existing Ridership Sources	Extensive. Downtown area includes high density office buildings and commercial use, numerous government buildings—San Mateo County, school district buildings, Sequoia High, McKinley Middle School. These uses would all have the potential to generate significant numbers of riders. Also includes single family and medium density residential uses.	Limited. Primary use is single family residential neighborhoods, followed by light industrial/service commercial uses. Regional commercial uses along El Camino, the Fair Oaks clinic and Fair Oaks Elementary School.	Good. The area roughly consists of 1/2 light industrial and large office campuses, 1/3 single family neighborhoods, and the remainder baylands/open space.		Very Limited. More than half of the area is currently baylands or similar open space uses. These are adjacent to a primarily single family residential neighborhood and some light industrial/office uses.	Limited. The station is surrounded by large tracts of vacant land, single- and multi- family neighborhoods, some light industrial uses, and baylands	Limited. The station is currently surrounded primarily by single family neighborhoods, local-serving commercial uses, and service commercial uses. It also houses the Centerville Junior High School. However, the station would share a location with Amtrak, and transfers could bring passengers to DRC.	Good. There are single- and multi-family homes, large commercial uses, some light industrial, large vacant tracts, and a high school. The DRC station would be co-located with the Union City BART station, bringing potential transfer passengers between the systems.
Local Plans Supporting Future TOD	Yes. The 2011 Downtown Precise Plan supports high density mixed use and residential uses. Areas not covered by the Precise Plan are within the jurisdiction of the 2010 General Plan. The General Plan also calls for transit-supportive uses such as high-density development, is supportive of downtown transit service (Caltrain, DRC, and future light rail). The station area has also been identified as a PDA.	Yes. The preferred alternative for the draft North Fair Oaks Community Plan is supportive of transit at the Middlefield site, calling for approximately 40 acres of medium-high density commercial mixed-use and identifies a potential connection to Redwood City's planned future light rail line. The station area has also been identified as a PDA.	Potentially Yes. The 1994 General Plan does not call for transit-oriented development types around the station area. However, the development proposed by Facebook could be designed to be transit-oriented around a DRC station site. The plans for Facebook are currently in the early stages, so the design of the project could be transit-supportive if Menlo Park works with the applicant toward that end. If this site is selected, General Plan and zoning designations on the other surrounding parcels should be reviewed to determine if they can be more transit-supportive.		Somewhat. Although the DRC station is indicated on the draft preferred alternative for the Ravenswood/4 Corners TOD Plan, the plan does not call for transit-related development types in the area immediately surrounding the station, although it does call for connections to new development outside of the immediate station area. The station site is in Menlo Park, but the 1994 Menlo Park General Plan does not provide transit-supportive uses. The station area has also been identified as a PDA.	Yes. The station area is being planned specifically around the DRC station. A draft Specific Plan currently available calls for transit-supportive development. It has also been identified as a PDA.	Yes. The 1993 Centerville Specific Plan focuses planned development around the station, and the draft General Plan has a TOD overlay for the station area. The station area has also been identified as a PDA.	Yes. The 2002 Intermodal Station District and Transit Facility Plan calls for transit-supportive uses around the existing BART station that would also be consistent with the DRC station. The 2002 General Plan designates the area around the station as Station Mixed Use Commercial. The station area has also been identified as a PDA.
½ mile households – Year 2035 VTA Projections from ABAG 2009	5,595	2,930	2,169		995	323	3,630	4,339
½ mile households – Year 2035 Adjusted for Plans and Policies	5,595	3,457	2,169		995	2,820	5,082	4,340
Meets MTC 3434 Requirement? 2,200 dwelling units for Commuter Rail (average per station for the entire corridor)	Yes	Yes	No		No	Yes	Yes	Yes

Dumbarton Rail Corridor Draft EIS/EIR
Station Location Screening Matrix
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	Redwood City	North Fair Oaks	Menlo Park		East Palo Alto	Newark	Fremont	Union City
		Middlefield	Northwest	Southeast				
Land Use								
	Redwood City	North Fair Oaks	Menlo Park		East Palo Alto	Newark	Fremont	Union City
		Middlefield	Northwest	Southeast				
Land Use (continued)								
½ mile employment Year 2035 VTA Projections from ABAG 2009	16,172	4,923	4,430 (or 12,932 including Facebook)		2,560	798	3,077	6,365
Overall TOD Potential	Excellent. Redwood City's existing Downtown provides extensive transit-supportive development, and the Precise Plan is designed to add more. The station will allow a connection between DRC and Caltrain. Beyond the immediate Downtown area, shuttle service at a combined DRC/Caltrain station would be able to serve employment areas such as Redwood Shores.	Fair. The existing single-family neighborhoods are stable and unlikely to change significantly in the decades to come. The same is true of the industrial/service commercial uses, and neither is likely to generate many riders. Planned transit-supportive uses may change the character in the immediate surroundings of the station. Similar additional destinations to Redwood City could be reached via shuttle.	Excellent. The station area currently includes significant light industrial and office uses, and shuttles could serve locations beyond the immediate surroundings. Facebook's development on this site would bring many new riders, particularly if the Facebook development is designed to integrate the station site into the plans and make pedestrian connections between the campus buildings and station convenient.		Fair. The area within the ½-mile radius of station location has limited TOD potential, but some additional potential could result from connection to mixed-use development at 4 Corners and along Bay Road in the core areas of the Ravenswood/4 Corners Specific Plan Area. These are within a 1-mile radius of the station. The Plan anticipates an additional 835 housing units, 1.3 million square feet of office, 350,000 square feet of R&D/industrial, and over 100,000 square feet of retail.	Good. Although there are transit-supportive uses planned, the existing residential neighborhoods and baylands that also surround the station would limit the overall intensity of development. The area could serve single-family residential areas in a larger radius through bus or shuttle connections.	Good. The Centerville Specific Plan calls for significant transit-supportive development, building upon existing local-serving uses around the station. This will result in more intensive development, although the existing single-family neighborhoods are expected to retain their character. Beyond the immediate station area, there are several schools and two hospitals that could be served by shuttles from the station, adding potential ridership to the primarily residential sources of riders.	Very Good. The potential for transfers from BART to DRC is a very important characteristic of this station area. In addition, it has some existing transit-supportive uses and many more are planned or underway. In addition, light industrial and office uses beyond the immediate station area could be served by shuttles and would add to the primary sources, expected to be residential passengers going to the Peninsula and passengers transferring from BART.
Land Use Summary	<i>Excellent</i> <i>High Employment Density/ TOD Support</i>	<i>Fair</i> <i>Major Land Use Transition Required</i>	<i>Good</i> <i>Good existing development/ Excellent with Facebook Does not meet 3434 Housing Requirement</i>		<i>Poor</i> <i>Limited existing development and future TOD Support Does not meet 3434 Housing Requirement</i>	<i>Fair</i> <i>Major Land Use Transition Required/Good TOD Support</i>	<i>Good</i> <i>Limited existing development/ Good TOD Support</i>	<i>Good</i> <i>Good existing development/ Good TOD Support</i>

Dumbarton Rail Corridor Draft EIS/EIR

Station Location Screening Matrix

	Redwood City	North Fair Oaks	Menlo Park		East Palo Alto	Newark	Fremont	Union City
		Middlefield	Northwest	Southeast				
Engineering								
Design Issues	<p>“Original” Alternative</p> <ul style="list-style-type: none"> No changes to station, Dumbarton trains will share existing train platforms. <p>“Hybrid” Alternative</p> <ul style="list-style-type: none"> Add new station track to east of existing tracks. Widen existing NB platform to be a shared center platform with NB Caltrain/Dumbarton service. Conflicts with Downtown Precise Plan <p>“Shuttle” Alternative</p> <ul style="list-style-type: none"> Two new station tracks are needed east of existing Caltrain tracks, new center platform needed. Conflicts with Downtown Precise Plan <p>“Shuttle” and “Hybrid” Alternatives</p> <ul style="list-style-type: none"> Will need to widen existing underpass over Jefferson Ave. Adding a third track to existing grade crossings at Maple St, Main St, and Chestnut St. is a significant issue as it will likely require closing the Chestnut St. grade crossing 	<p>“Original” and “Hybrid” Alternatives</p> <ul style="list-style-type: none"> Platform will need to be east of crossover (approx 400’ east of Middlefield Rd) to allow for SJ service. In conjunction with curve stated above, platform may be located 750’ east of Middlefield Rd and 200’ west of 2nd Ave. <p>“Shuttle” Alternative</p> <ul style="list-style-type: none"> Curve located approximately 500’ east of Middlefield Rd (not ideal for station location). 	<p>All Alternatives</p> <ul style="list-style-type: none"> Access from Willow Rd likely to be restricted to “right-in, right-out,” due to spacing between intersection at Bayfront Expwy and Willow Rd and the railroad crossing. Will want to design station facilities so as to not impact existing towers for overhead lines. 	<p>All Alternatives</p> <ul style="list-style-type: none"> Access road from Hamilton Ave will need to be constructed across private property. This will impact existing parking spaces for the adjacent offices. 	<p>All Alternatives</p> <ul style="list-style-type: none"> Mitigation requirements for building in wetland area. 	<p>All Alternatives</p> <ul style="list-style-type: none"> Mitigation requirements for seasonal wetlands 	<p>All Alternatives</p> <ul style="list-style-type: none"> Modifications to existing platforms required. 	<p>All Alternatives</p> <ul style="list-style-type: none"> Coordination with design of Union City Intermodal Station. Assume no freight service on existing track during construction, thus eliminating need for shoofly.

Dumbarton Rail Corridor Draft EIS/EIR

Station Location Screening Matrix

	Redwood City	North Fair Oaks	Menlo Park		East Palo Alto	Newark	Fremont	Union City
		Middlefield	Northwest	Southeast				
Engineering								
	Redwood City	North Fair Oaks	Menlo Park		East Palo Alto	Newark	Fremont	Union City
		Middlefield	Northwest	Southeast				
Engineering (continued)								
Right of Way Issues	“Hybrid” and “Shuttle” Alternatives <ul style="list-style-type: none"> Will require demolition of existing building between tracks, Broadway and Winslow St. Both will require realignment of Winslow St. Impacts to parking lot between tracks, Winslow St and Jefferson Ave. New track will encroach into Pennsylvania Ave between Jefferson Ave and Main St. 	All Alternatives <ul style="list-style-type: none"> No right of way available for parking and/or passenger drop-off/pick-up locations. Modifications to Northside Ave to provide parking and/or passenger drop-off/pick-up locations will impact public right-of-way and private businesses on opposite side of street.. 	All Alternatives <ul style="list-style-type: none"> Will require private land acquisition for station access. 	All Alternatives <ul style="list-style-type: none"> Will require private land acquisition for station access. 	All Alternatives <ul style="list-style-type: none"> Some right of way may be needed for station access/ facilities. 	All Alternatives <ul style="list-style-type: none"> Right of way needed for access. 	All Alternatives <ul style="list-style-type: none"> Right of way needed for eastbound boarding platform and additional parking. 	All Alternatives <ul style="list-style-type: none"> Right of way needed for station access and facilities.
Cost Issues	“Hybrid” and “Shuttle” Alternatives <ul style="list-style-type: none"> Right-of-way requirements as noted above. Realignment of Winslow St. Widening of existing underpass over Jefferson Ave,. 	All Alternatives <ul style="list-style-type: none"> Public and private right of way for station facilities. May impact existing businesses. 	All Alternatives <ul style="list-style-type: none"> Will require land acquisition for station access. Need to make sure we avoid OH lines. 	All Alternatives <ul style="list-style-type: none"> Will require land acquisition for station access. 	All Alternatives <ul style="list-style-type: none"> Environmental mitigation requirements. Right of way for station access and facilities. 	All Alternatives <ul style="list-style-type: none"> Soil contamination issues for full station build out. Roadway network improvements for station access. 	All Alternatives <ul style="list-style-type: none"> Right of way needed for eastbound boarding platform and additional parking. 	All Alternatives <ul style="list-style-type: none"> Right of way needed for station access and facilities.
Engineering Summary	Poor <i>Fair for original project/ Design and ROW impacts for other alternatives</i>	Fair <i>Station on a curve is undesirable/ eastward location has poor access</i>	Fair <i>Private right-of-way required for station site/ Potential conflict with overhead wires/ Coordination with Facebook needed</i>	Fair <i>Easement through private property required for station access/ Will impact parking spaces for adjacent office buildings</i>	Fair/Poor <i>Private right-of-way required for station site and access/ Mitigation for wetlands impacts needed</i>	Good <i>Private right-of-way required for station site and access</i>	Good <i>Some private right-of-way required for station site</i>	Good <i>Private right-of-way required for station site and access/ Coordination with intermodal station plan needed</i>

Dumbarton Rail Corridor Draft EIS/EIR

Station Location Screening Matrix

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	Redwood City	North Fair Oaks	Menlo Park		East Palo Alto	Newark	Fremont	Union City
		Middlefield	Northwest	Southeast				
Ridership								
Ridership Potential- Estimated Year 2035 Station Boardings from VTA Model (Shuttle Alternative)	5210		1890	1890		2100	2370	3900
a. Ridership Potential if this station replaced Menlo Park Station		2450			910			
b. Impact on Base Ridership if this is an added station due to added time to make an additional stop		-430			-720			
c. Ridership captured from the adjacent stations if this is an added station		-1130			-190			
Net New Ridership with this station added = (a)-(b+c)		890			0			
Opportunities for intermodal transit connections	Excellent Potential Caltrain, HSR, Streetcar, Bus connections	Fair Local Bus connections, Streetcar	Fair Local Bus Connections, Local Shuttle?	Fair Local Bus Connections, Local Shuttle?	Fair Local Bus Connections, Local Shuttle?	Fair Local Bus Connections	Good Capitol Corridor ACE, Local Bus	Excellent BART, Capitol Corridor/HSR plus local and regional bus
Ridership Summary	Excellent <i>Major employment activity center and intermodal transfer hub</i>	Poor <i>Current uses do not support strong ridership</i>	Fair <i>Good with Facebook</i>	Fair <i>Good with Facebook</i>	Poor <i>Current and future uses do not support strong ridership</i>	Good <i>Requires major growth consistent with current plans</i>	Good <i>Plans for area support infill TOD</i>	Excellent <i>Current uses support ridership/ Future TOD plans are strong/ intermodal transfer hub</i>
Operations								
Operations Issues	Need access track for shuttles	No issue	No issue	No issue	No issue	No issue	Need double platform	No issue
Impact on operations if this is an added station (added minutes of travel time)		2 minutes			3 minutes			
Operations Summary	Fair <i>Need to work out solution to constrained station site</i>	Poor <i>Relatively close to Redwood City Station</i>	Good <i>No identified problems</i>	Good <i>No identified problems</i>	Poor <i>Very close to Menlo Park, short distance causes inordinate service delays</i>	Good <i>Existing siding can be used</i>	Good <i>Changes to station configuration required</i>	Excellent <i>Intermodal station plans have considered DRC needs</i>



Memorandum

Date: September 7, 2011

To: Policy Advisory Committee

From: Aidan Hughes, JPB

Re: DRC Alternatives Screening Matrix

Attached is a matrix which compares each of the DRC alternatives in terms of their environmental, land use, engineering design, ridership and operations impacts. The purpose of the matrix is to highlight the major differences between the alternatives based on the information the DRC team has prepared to date. A summary of the results for each alternative is provided below:

- **Original Project** – *Peak direction hourly commuter service from Union City to San Francisco and to San Jose* – This alternative involves two new single track crossings of Alameda Creek. However, it would have a net beneficial impact on the Don Edwards Refuge. It does not involve substantial new construction as it mostly relies on existing rail infrastructure. This alternative has the lowest daily ridership forecast of the three rail options. Overall it was judged with a “Good” ranking.
- **Rail Shuttle** – *Peak period bi-directional service between Union City and Redwood City at 15 minute headways* – This alternative has the most extensive environmental impacts as compared with the other options. It involves one double track and one single track crossing of Alameda Creek and it requires construction of passing sidings in the Don Edwards Refuge. It requires expansion of the Redwood City Caltrain Station in a manner which conflicts with the Downtown Precise Plan. However, it would have the most daily ridership of all the alternatives. Overall it was judged with a “Fair/Poor” ranking.
- **Hybrid** – *This is the combination of the original project with the rail shuttle (30 minute headways)* - The environmental impacts of this project are very similar to the original project. It does not involve substantial new construction, with the exception of two new single track crossings of Alameda Creek. It requires expansion of the Redwood City Caltrain Station, but to a lesser extent than the rail

shuttle option. It would have significantly more ridership than the original project and only somewhat less than the rail shuttle option. Overall it was judged to have a "Good" rating.

- **Enhanced Bus Alternative** – *This alternative involves three transbay commuter oriented bus routes operating at frequent headways. Two of these routes link Union City BART to the Redwood City Caltrain Station and to the Stanford University area and the third route links Fremont BART to the Stanford University and Stanford Research Park areas* – As the enhanced bus alternative can be implemented without any construction outside of existing roadway right-of-ways it does not have major engineering design or environmental impacts. However, it also has the least potential ridership of all the alternatives. For these reasons it was given a "Good/Fair" rating compared to the other alternatives.

Updated construction cost estimates are not yet available for the alternatives so the order of magnitude costs developed for the alternatives study (2010) are the best data available. This showed that as compared to the cost of the original project which was \$700 million in 2009 dollars, the shuttle alternative would be the most costly of the alternatives, at an estimated cost of \$820 million. The hybrid alternative would be less expensive than the shuttle alternative, but still more than the original project. The enhanced bus alternative would be the least expensive alternative by far.

Conclusions

The best performing alternatives are the original project and the hybrid alternatives. These have limited environmental impacts and good ridership performance. The enhanced bus alternative has the least construction and environmental impacts, but also has the least ridership, representing a lower cost option to the rail projects. The rail shuttle alternative has the most significant construction and environmental impacts. These may prove to be difficult to address, but given its strong ridership performance this alternative warrants continued consideration.

Dumbarton Rail Corridor Draft EIS/EIR
 Alternatives Screening Matrix

	Original Project	Rail Shuttle (15 minute)	Hybrid (Original Plus 30 minute Shuttle)	Enhanced Bus
<i>Environmental</i>	Good Positive effect on Don Edwards Refuge. New Alameda Creek Crossings (2)	Poor Adverse effect on Don Edwards Refuge. New Alameda Creek Crossings (2 – one with double track)	Good Positive effect on Don Edwards Refuge. New Alameda Creek Crossings (2)	Excellent Involves minor alterations to the existing built environment
<i>Land Use</i>	Excellent Consistent with current land use planning efforts	Poor Substantive conflicts with Redwood City Downtown Plan	Good Potential conflicts with Redwood City Downtown Plan	Fair Consistent with current land use plans. Limited economic development potential
<i>Engineering</i>	Good Minimal construction required	Poor Right-of-way conflicts in Downtown Redwood City. Significant new construction required.	Fair Right-of-way conflicts in Downtown Redwood City. Limited construction required	Good All construction is within existing right-of-way
<i>Ridership</i>	Good 8,500 Year 2035 Daily Boardings	Excellent 15,700 Year 2035 Daily Boardings	Good 12,500 Year 2035 Daily Boardings	Fair 5,200 Year 2035 Daily Boardings
<i>Operations</i>	Good Requires coordination with Caltrain operations	Good No interface with Caltrain simplifies operations	Good Requires coordination with Caltrain operations	Good No issues
<i>Summary Suitability</i>	Good	Fair/Poor	Good	Good/Fair



Memorandum

Date: September 15, 2011

To: Policy Advisory Committee

From: Aidan Hughes, JPB

Re: Dumbarton Rail Corridor Draft EIS/EIR Status Update

The DRC Team has been involved in the following activities to advance the Draft Environmental Impact Statement (EIS) / Environmental Impact Report (EIR) for DRC project:

1. *Environmental screening analyses in support of the station location evaluation:* Environmental concerns and potential fatal flaws were evaluated for each of the alternative station location sites as part of the overall station location evaluation. More details are included in the Station Screening memo.
2. *Technical studies for the Draft EIS/EIR:* Technical studies for biological resources, water resources, transportation and traffic, noise and vibration, and air quality are in progress and are expected to be completed in fall 2011.
3. *Stakeholder and Public Outreach:* The DRC Team has been meeting with various stakeholders along the corridor (e.g., Cities of Redwood City, Menlo Park, East Palo Alto, Union City, Newark, Fremont; San Mateo County/North Fair Oaks) to discuss project alternatives and elicit comments through the planning process. To meet the goals of NEPA, CEQA, and SAFETEA-LU, a Public Involvement Plan has been prepared to lay the framework for upcoming Public Information Meetings. Five public meetings are planned for municipalities where stations would be located.
4. *Regulatory Agency Coordination:* The DRC Team conducted an Interagency Meeting with FTA and regulatory agencies to proceed with consultation. The regulatory agencies that are part of the environmental process coordination are:
 - US Army Corps of Engineers (USACE)
 - US Environmental Protection Agency (USEPA)

- US Fish and Wildlife Service (USFWS)
 - National Oceanic and Atmospheric Administration (NOAA)
 - National Marine Fisheries (NMFS)
 - SF Bay Conservation and Development Commission (BCDC)
 - State Historic Preservation Office (SHPO)
 - Don Edwards SF Bay National Wildlife Refuge
 - US Coast Guard (USCG)
 - SF Bay Regional Water Quality Control Board (RWQCB)
 - California Department of Fish and Game (DFG)
 - State Lands Commission
 - California Native American Heritage Commission
5. The Draft EIS/EIR is on schedule and will be completed in Winter 2011/2012 for FTA review. The DEIS/EIR will be published in the Spring of 2012 and the Final EIS/EIR is estimated to be completed in the Fall of 2012.