

Meeting Date: March 14, 2012

Committees:

Operations Committee
External Affairs Committee
Board of Directors

Planning Committee
Finance and Audit Committee
Financing Corporation

SUBJECT: Consider Recommending that a Public Hearing be Set for April 11, 2012 to Consider Expanding the Dumbarton Express Service

RECOMMENDED ACTION: Briefing Item Recommended Motion

Consider Setting a Public Hearing to Occur on April 11, 2012 at 5:00 P.M. at AC Transit's General Offices in Oakland, California Regarding the Service Restructuring and Expansion Plan For The Dumbarton Express Service (DBX)

Budgetary/Fiscal Impact:

This action, being taken at the direction of the Dumbarton Bridge Regional Operations Consortium (DBROC), will result in the following fiscal impacts for the District:

1. The discontinuation of AC Transit's contribution level of 18.79% towards the DBX translates to a saving of an estimated annual \$118,000 (2012 budget). Effective the service expansion commencement on May 29, 2012, it is proposed that Regional Measure Two (RM2) funds will underwrite the costs associated to administer, operate and maintain the DBX.
2. The District will be reimbursed an annual administrative fee of \$88,000 for the continuation of the administrative function of DBROC and will seek reimbursement for any additional ad hoc costs associated with managing the contract and administrative functions. The administrative duties will be absorbed by current staff.

Background/Discussion:

The DBX consists of two lines connecting the South Bay to the East Bay via the Dumbarton Bridge. Service on the Dumbarton Express is managed by DBROC, comprising five agencies; AC Transit, BART, VTA, SamTrans and Union City Transit. As of December 2011, the Dumbarton Express is now operated and maintained under contract by MV Transportation with AC Transit retaining the administrator role on behalf of the DBROC. As the designated administrator of DBROC and in accordance with the Dumbarton Bridge Express Service Cooperative Agreement; all service changes are to be implemented consistent with AC Transit's current policies and practices.

Currently, there are 53.48 revenue hours of daily service and the service expansion plan would increase that to 97.62 per day, representing an 83% increase in hours. Under District Board Policy 163, the District is required to conduct a public hearing if service change is considered a "Major Adjustment to Transit Service." This public hearing was triggered based on the additional hours and miles generated by the DBX Restructuring and Expansion plan. Proposed changes to the DBX service are detailed below.

Schedule and route changes

While the proposed service restructuring and expansion was originally developed in 2009, it has subsequently been modified. The current proposal is as follows:

Line DB

Specific details include:

- Line DB routing will be restructured. Attachment A shows the proposed new routing, operating between Union City BART and Palo Alto Caltrain via Willow Rd, Middlefield Rd and Lytton Rd (as today). All segments of the existing route south of Palo Alto Caltrain will be discontinued. The route will then be extended from the Palo Alto Caltrain to the Stanford Oval inside Stanford University.
- Service will continue to operate at a 30 minute frequency in the peak periods.

The proposed modified DB route will seek to capture the additional ridership demand from the East Bay to Stanford University, specifically from Union City BART and Ardenwood Park and Ride. Given that the District's Line U also operates through Ardenwood and faces much of its capacity problems there, this additional service is intended to provide relief to the Line U, while providing passengers a direct connection to the Peninsula from more northern areas of the east bay.

The segment between Palo Alto Caltrain and Page Mill Road that is being proposed for elimination affects 65 trips a day that either start or end along this segment. These trips account for 10% of the ridership on the current DB route. This segment is also served by VTA-Line 22 at a 10-12 minute frequency. Passengers will be able to transfer to/from the DB at Palo Alto Caltrain and to/from the DB1 at Page Mill Road using VTA-Line 22.

Service south of Page Mill Road will be covered by the proposed DB1 service as outlined below.

Line DB1

Specific details include:

- The routing will remain constant, operating via the Oregon Expressway into Page Mill Road.
- Service frequency will be increased from 2 buses an hour to 3 buses per hour, providing 20 minute headways in the peak periods only.
- The Line will now operate in-service in both directions.

The increase in frequency is to account for the discontinuation of Line DB service to areas south of Page Mill Road. Currently, passengers have the option to take either an express (DB1) or a local (DB) to reach this area of the Peninsula. Both routes operate at 30 minute frequencies from Union City BART and the schedules are staggered so a bus leaves approximately every 15 minutes.

The proposed DB1 service will provide an increase of express trips between the East Bay and areas south of Page Mill Road; from 12 to 26 trips in the commute direction. The proposal also provides passengers with more express trips that enter the VA hospital at Palo Alto.

The DB1 has always provided more of a focus on express Transbay riders, with the local ridership comprising just 3% across both commutes. In comparison, the local ridership on the DB totals 18% eastbound and 12% westbound. This proposal concentrates more on building this Transbay ridership, allowing the other local operators to provide service for the local trips.

The proposed schedule takes into consideration specific connections to and from BART, minimizing wait time between DBX and BART with a focus on the Richmond BART line. Eastbound AM commute service is tied to arriving BART trains; westbound service in the PM is tied to departing BART trains. Staff shift schedules at the VA hospital are also taken into account in the proposed schedule.

Ridership on the DB and DB1 totals 682 and 404 daily boardings respectively. Staff does not anticipate a decrease in ridership with the proposed service restructuring. Frequency is being increased to existing generators and additional generators are being added to the service. These changes should result in an increase in ridership and increased satisfaction for the majority of existing passengers.

Staff also expects increased customer satisfaction specifically in the following areas:

1. Line U as a result of relieving the demand between Ardenwood and the Stanford Oval.
2. Passengers gaining additional express trips to the areas south of Page Mill Road and direct service to the VA hospital in Palo Alto.

Regional Measure Two (RM2) Funding

As discussed in GM memo 10-158, the DBX expansion project is considered a preliminary stage of the Dumbarton Rail Corridor Project (DB Rail); a project that proposes to connect the East Bay with the Peninsula via heavy rail. The DB Rail project is currently in the environmental stage of project development, and given its funding shortfall, will likely not be operational for a period of time. Despite this, the project continued to have a committed RM2 allocation \$5.5 million on an annual basis.

At the September 30, 2011 Dumbarton Rail PAC meeting, members approved a request for a funding shift through the Metropolitan Transportation Commission (MTC) to support the existing and expanded bus service along with ancillary operational costs such as NextBus and WiFi. The request was to temporarily reassign RM2 funds to the DBX. MTC approved this request on January 25 2012, as per GM Memo 11-065a, the funding will begin flowing upon commencement of the expanded service.

Technology

NextBus was provided as part of the DBX service while under AC Transit's operation. Unfortunately, upon transferral to MV the service stopped as the technology was linked to the District's AVL system. DBROC has given approval for MV to purchase a discreet, closed-loop NextBus system to be installed on the transferred buses and this will be installed in concert with the expanded service.

Additionally, new Wi-Fi units have also been approved by DBROC. MV will purchase and install them in concert with the expanded service. These units will replace the older AC Transit units which, being a few years old, are easily replaceable with much faster and more reliable equipment.

Environmental Review

Upon review, staff finds that given the negligible effects on passengers and vehicle traffic and the fact that it can be stated by staff that there is no possibility that the proposed restricting and service expansion would have a significant impact on the environment, the project falls within the "common sense" exemption from CEQA.

Title VI Compliance Review

Similar to other service changes, staff has completed a cursory review of potential Title VI implications regarding the trip shifting/restructuring and does not find any disparate impacts associated with the proposed service changes. A final Title VI report will be prepared and presented to the Board prior to final consideration and adoption of the proposed service changes.

Implementation Schedule

The proposed implementation schedule associated with the consideration of the service changes for the Dumbarton Express service is shown below.

<i>Task</i>	<i>Completion Date</i>
Set Public Hearing	March 14, 2012
Public Comment Period	March 14, 2012 through April 11, 2012
Public Hearing	April 11, 2012
Board Consideration	April 25, 2012
Implementation	May 29, 2012

Final Recommendations

AC Transit staff agrees with the restructuring plan and consequently requests Board approval to set a public hearing on April 11, 2012 at 5:00 p.m. at AC Transit's General Offices in Oakland.

Next Steps

Aligned with the AC Transit Board's final consideration of the DBX Restructuring and Expansion Plan, an amendment to the Dumbarton Bridge Express Bus Services Contract reflecting the new service and any commensurate changes to the terms and

conditions will be presented for ratification consideration. This amendment is expected to contain updated language reflecting the hours and service changes as well as adjustments based on the technology additions requested by the DBROC.

Prior Relevant Board Actions/Policies:

GM Memo 11-256 Consider Receiving Report on Transition Activities Associated With the Transfer of the Dumbarton Express(DBX) Service from AC Transit to a Private Contractor; and Recommend that the Interim General Manager be Authorized to Enter Into An Agreement With The Dumbarton Bridge Regional Operations Committee(DBROC) For Continued Administration Of The DBX Service.

GM Memo 11-065a Consider Adoption of **Resolution No. 12-010** Authorizing the General Manager, or Designee, to File and Execute Applications and Funding Agreements with the Metropolitan Transportation Commission for Allocations of Transportation Development Act Funds, State Transit Assistance Funds, the Half-Cent Sales Tax (AB1107) Funds, AB 664 Net Bridge Toll Revenues, and Regional Measure 2 Bridge Toll Revenues for Fiscal Year 2011-12 and Repealing Resolution No. 11-007.

GM Memo 10-158 Consider Receiving an Update Regarding the Dumbarton Express (DBX) Service and the Potential Use of Regional Measure Two (RM2) Funding for Operations.

Attachments:

Attachment A – Map of the Dumbarton Express proposed new service including Line U

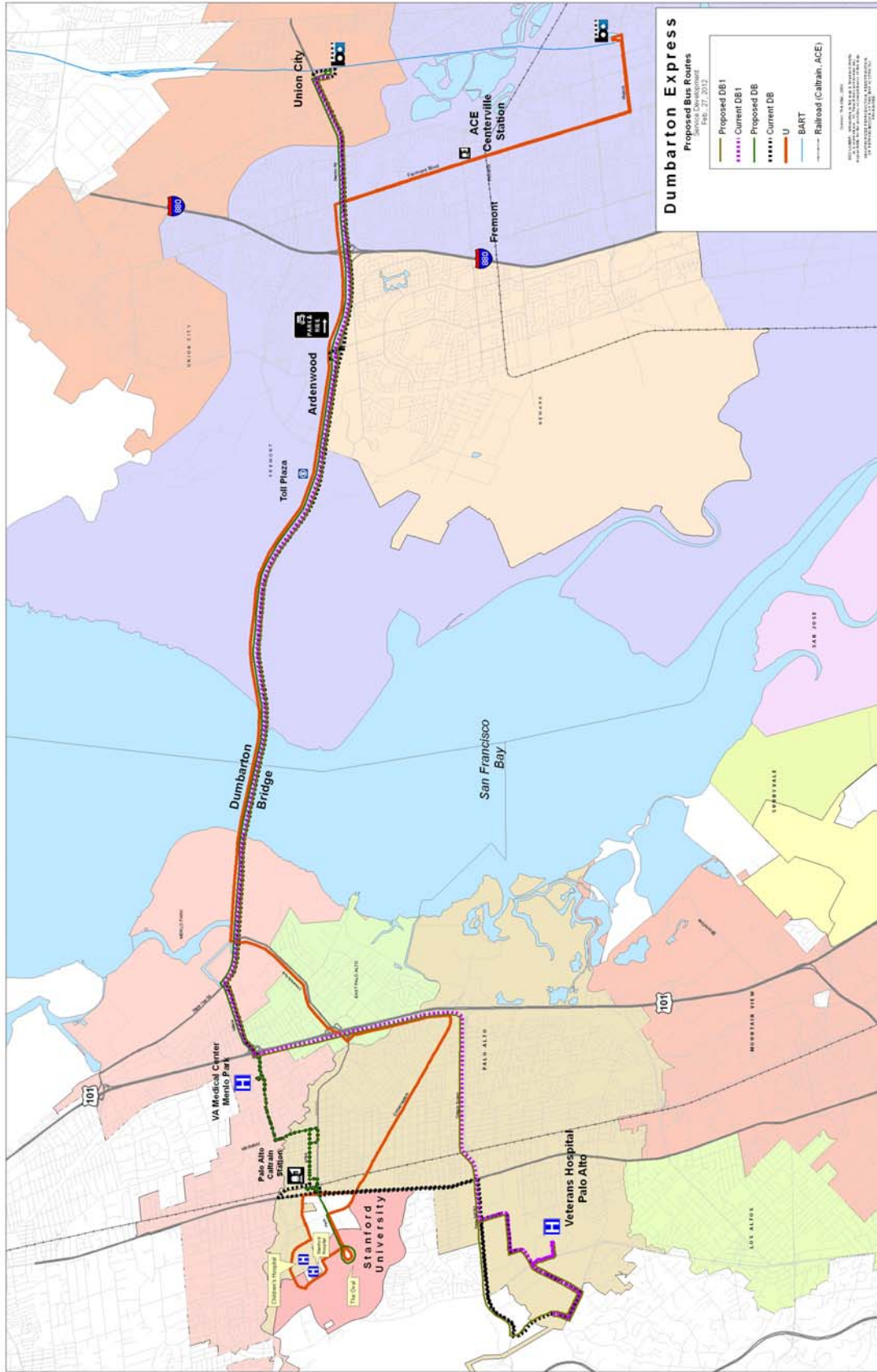
Attachment B – Public Hearing Announcement

Approved by: **David J. Armijo, General Manager**
 Cory LaVigne, Director of Service Development and Planning

Prepared by: **Linda Morris, Transportation Planner**

Date Prepared: **February 29, 2012**

Map of the Dumbarton Express Reconfiguration Routing, Including Line U



Attachment B

**PUBLIC HEARING NOTICE
Alameda-Contra Costa Transit District
RESTRUCTURING AND ADDITION OF BUS SERVICE**

The Alameda-Contra Costa Transit District (AC Transit) Board of Directors will consider the restructuring of the Dumbarton Express lines in southern Alameda County, specifically Fremont and Newark, California.

Notice is hereby given that the AC Transit Board of Directors will hold a Public Hearing on **Wednesday, April 11, 2012, at 5:00 p.m.** at the Board of Directors Chambers, AC Transit General Offices, 1600 Franklin Street, Oakland California to receive public comment on the proposed service restructuring of the Dumbarton Express lines as more specifically described below under "PROJECT DESCRIPTION".

The proposed bus service restructuring and expansion is detailed on AC Transit's website at www.actransit.org, and available in printed format at the District's General Offices, located at 1600 Franklin Street, Oakland, California, and at a variety of other locations, including main county and city offices as well as the main libraries located within the District's service area. For information on exact locations where the documents are available in your specific area, please telephone (510) 891-4764.

PROJECT DESCRIPTION: The Dumbarton Express service connects the South Bay to the East Bay via the Dumbarton Bridge. Service restructuring will include expansion and restructuring of line DB and expansion of the DB1 service.

If approved by the Board of Directors, the service restructuring and expansion plan for the Dumbarton Express will be implemented on May 29, 2012.

Your Comments Are Invited

Public Comment on the proposed elimination of bus service is invited either in writing or at the public hearing scheduled for Wednesday, April 11, 2012 at 5:00 p.m. at the Board of Directors Chambers in the AC Transit General Offices, 1600 Franklin Street, Oakland, CA 94612 The public is urged to submit **written comments** by letter, facsimile, or email, which must be received no later than Monday, April 9, 2012 at 5:00 p.m. in order for the comments to be copied and provided to the Board of Directors for review. Written comments will receive the same attention as verbal comments received at the Public Hearing. Please address written comments to the AC Transit Board of Directors, 1600 Franklin Street, Oakland, California, 94612; by facsimile at (510) 891-7157; or by email to planning@actransit.org. Comments may also be submitted by voicemail at (510) 891-7201. For the Spanish-language notice, call (510) 891-7291, and for the Chinese-language notice, call (510) 891-7292.

Meeting site is wheelchair accessible.

Upon request, a sign language interpreter will be present at the hearing. Foreign language interpreters can be provided, if needed. Please contact the District Secretary's Office at (510) 891-7201 by April 6, 2012, at 5:00 p.m., to make arrangements. For TDD for hearing impaired, call 711, California Relay Service, and specify (510) 891-4700.

Transit to the Hearing Site

All AC Transit bus lines serving downtown Oakland stop within walking distance of the public hearing site. For trip-planning, visit www.actransit.org or call 511 (and say, "AC Transit"). The site can also be

reached via BART to the 19th St. Oakland station. For trip planning, visit www.actransit.org or call 511 (and say, "AC Transit").

Please do not wear scented products to the meeting