

**ACTION MEMO**

**AC TRANSIT DISTRICT**  
**Board of Directors**  
Executive Summary

**GC Memo No. 05-071c**  
  
Meeting Date: June 15, 2005

**Committees:**

- |                            |                                     |                              |                          |
|----------------------------|-------------------------------------|------------------------------|--------------------------|
| Planning Committee         | <input type="checkbox"/>            | Finance Committee            | <input type="checkbox"/> |
| External Affairs Committee | <input type="checkbox"/>            | Operations Committee         | <input type="checkbox"/> |
| <b>Board of Directors</b>  | <input checked="" type="checkbox"/> | <b>Financing Corporation</b> | <input type="checkbox"/> |

**SUBJECT:**

- A. CONSIDER THE ADOPTION OF RESOLUTION NO. 05-022 APPROVING THE INITIAL STUDY/NEGATIVE DECLARATION FOR THE ALAMEDA-CONTRA COSTA TRANSIT DISTRICT RM2 IMPLEMENTATION PLAN (TRANSBAY EXPRESS AND BART OWL SERVICES) AS THE APPROPRIATE ENVIRONMENTAL DOCUMENT FOR THE PROJECT, AUTHORIZE THE FILING OF A NOTICE OF DETERMINATION AND APPROVE SAID RM2 IMPLEMENTATION PLAN**
  
- B. CONSIDER SETTING A PUBLIC HEARING ON JULY 20, 2005, PURSUANT TO BOARD POLICY NO. 163 ON PROPOSED CHANGES TO LINE 376**

**RECOMMENDED ACTION:**

- Information Only     Briefing Item     Recommended Motion

- A. Adopt Resolution No. 05-022
- B. Adopt a motion setting a public hearing on July 20, 2005, at 2:00 p.m. to consider proposed changes to Line 376

**BOARD ACTION:**      **Approved as Recommended** [ ]      **Other** [ ]  
                                 **Approved with Modification(s)** [ ]

[To be filled in by District Secretary after Board/Committee Meeting]

The above order was passed on \_\_\_\_\_, 2005.

Rose Martinez, District Secretary  
By \_\_\_\_\_

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**Fiscal Impact:**

- A. Increase in Operating Budget; funding provided by RM2.
- B. Annual savings of approximately \$400,000

**Background/Discussion:**

On July 7, 2004, the Board adopted GM Memo 04-0199a AC Transit Service Draft RM2 Implementation Plan (the Plan), for the purpose of defining the project for environmental analysis. Following this action, Jones & Stokes Associates, Inc, consistent with the requirements of CEQA and the CEQA Guidelines (collectively CEQA), as well as Board Policy No. 512 (Environmental Evaluations of Transit District Projects), prepared a Draft Initial Study to determine the appropriate environmental document. As a result of this review Jones & Stokes determined that a Negative Declaration was the appropriate environmental document. AC Transit's staff reviewed Jones & Stokes' work and concurred with the adequacy of the Draft Initial Study/Negative Declaration (Draft IS/ND), i.e. the proposed project (the Plan) will not have a significant effect on the environment and there are ***no mitigation measures to be implemented as part of the Plan.***

An analysis of the Title VI implications of the proposed project was prepared and previously provided to the Board. Section 3.3 of the analysis concluded that the proposed project would benefit every community with better transit services, which are spread equally across neighborhoods and communities in a socially equitable manner.

The Planning Committee and the Board of Directors, at their meetings of March 16, 2005, determined that the Draft IS/ND was prepared in accordance with CEQA and Board Policy No. 512 and set a public hearing for April 20, 2005, to receive public comments on the environmental document, as well as on the project itself. In addition, all notices required by CEQA (including notices filed with the County Clerks of the preparation of the IS/ND and placement of public hearing notices in various, appropriate newspapers) were met.

In addition to the legally required public hearing notices the District took additional measures to inform the public of the existence of the environmental document and the proposed project. These measures included, but were not limited to: placement of information on the District's website, placing "Take Ones" on the District's bus fleet, holding public outreach meetings at various locations in the District prior to the public hearing, mailing notices to the residents along Gilman/Hopkins streets advising them of

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the proposed service changes affecting and the date, time and location of a community meeting as well as the date of the public hearing.

At the public hearing 17 individuals addressed the Board of Directors. In addition, the District received 189 email, faxes and voice mails. Virtually all of the comments received addressed issues regarding the Project; no significant comments were received regarding the environmental document.

As a consequence of the public comments on the Project, the RM2 Implementation Plan recommended for adoption is as follows:

**Recommended Plan –Transbay Express Bus**

Staff has worked with MTC, SamTrans and WestCat as the \$6.5 million (annual amount) RM2 Express Bus program is competitive.

***Fiscal Priorities***

About \$4.5 to \$5.0 million of the \$6.5 million would be allocated to the Bay Bridge Corridor and \$1.5 to \$2.0 million to the San Mateo/Dumbarton Bridge Corridors. MTC has agreed to provide on-going support for existing grant-funded service on the LA and NL lines in the Bay Bridge Corridor, and the M and U lines in the San Mateo/Dumbarton Bridge Corridors.

***Express Bus Policy Criteria***

Taking into account the need to fund existing grant-funded services on an on-going basis, staff recommends that the Board adopt the following criteria as the basis for distribution of the remaining RM2 Express Bus funds:

- Additional service will be assigned where it is expected to attract the most passengers.
- Additional service will be assigned to routes and services that tend to reinforce the local transit network.
- Additional services or routes, especially all day routes, will be designed to be unique and not duplicate other regional transit services.

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- Additional transit services will be allocated in a geographically and socially equitable manner, and will operate both inside and outside of AC Transit District's service area, reflecting the regional nature of the RM2 funding. As a first step, 20 to 35 percent of the overall RM2 funding should be allocated to the San Mateo/Dumbarton corridor, with the balance to the Bay Bridge corridor.

***Express Bus Service Recommendations***

In consideration of these criteria, and in response to agency and public comment, staff recommends the following service increases and changes funded through RM2:

**Line LA - Richmond Parkway.** In response to public comment, additional afternoon departures and evening departures from San Francisco would be provided. In addition, Line LA would become an all day service with 120 minute headways between 9 a.m. and 3 p.m., providing service from San Francisco to Richmond Parkway for part-time workers and passengers needing to return home early.

Line LA --	First Trip AM, SF Arrival:	6:50 a.m.
	AM Peak Headway:	10 minutes
	Midday Headway:	120 minutes
	First Trip PM, SF Departure:	3:00 p.m.
	PM Peak Headway:	10 minutes
	Last Trip PM, SF Departure:	9:00 p.m. (combined with Line L)

Fiscal Impacts: Additional service funded by RM2.

Passenger Impacts: Additional midday service.

Note that the last trip in the evening would be combined with the L to provide a last chance service from Transbay Terminal to L line destinations and to the Richmond Parkway area. Midday service would make freeway stops at I-80 and Central and at I-80 and Gilman (when available).

**Line H** – Staff recommends operating all Line H trips via the previous HX route – all trips would operate from Arlington Blvd to San Francisco via Marin, Monterey, Hopkins, Gilman and I-80. Staff is working with Caltrans to establish a freeway ramp stop at Gilman and I-80 (expected to be completed within about 12 months). Previous staff recommendations identified a service frequency of 30 minutes in the peak – in response to public comment, staff recommends a peak service frequency of 20 minutes.

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Line H --      First Trip AM, SF Arrival:            6:40 a.m.  
                  AM Peak Headway:                    20 minutes  
                  Midday Headway:                        N/A  
                  First Trip PM, SF Departure:        4:10 p.m.  
                  PM Peak Headway:                    20 minutes  
                  Last Trip PM, SF Departure:        8:10 p.m.

Fiscal Impacts:                    No additional cost to operate this service.

Passenger Impacts:                Faster travel times to San Francisco (estimated at about a five-minute travel time savings).

**Line J** – Staff Recommends new Line J, operating from Sacramento and University to San Francisco via Berkeley and Emeryville, replacing existing H Line service on Sacramento Street and establishing new service through Emeryville.

Line J --      First Trip AM, SF Arrival:            6:34 a.m.  
                  AM Peak Headway:                    20 minutes  
                  Midday Headway:                        N/A  
                  First Trip PM, SF Departure:        4:00 p.m.  
                  PM Peak Headway:                    20 minutes  
                  Last Trip PM, SF Departure:        8:00 p.m.

Fiscal Impacts:                    Additional service funded by RM2.

Passenger Impacts:                More service, but longer travel times for passengers on Sacramento and Ashby Streets (about 5 minutes longer).

Recommended Routing: To San Francisco, AM Peak Period Only -- From Sacramento at University via Sacramento, Ashby, 7th, Folger, Hollis, 65<sup>th</sup> Street, Christie, Powell, Frontage Road to I-80, Bay Bridge, to San Francisco Terminal. To Emeryville/Berkeley from San Francisco Terminal Bay Bridge, I-580, MacArthur-San Pablo off-ramp, Emery, MacArthur, Hollis, 40th, Shellmound, Shellmound Place, Christie, 65<sup>th</sup> Street, Hollis, Folger, 7th, Ashby, Sacramento to University.

**Line NL** - MacArthur Limited. No change pending recommendations from the Alameda County Congestion Management Agency Grand-MacArthur BRT Corridor Study.

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**Lines S/SA/SB – Hesperian/I880 Corridor**

Staff recommends realigning service in this corridor by terminating Line SA at Hesperian and Paseo Grande, and operating the revised Line S from I-880 and Hesperian via Hesperian to Eden Landing Loop. In response to public comment, Line SB would not be revised but service would be increased. The following routes are proposed for adoption:

Line S: Recommended routing -- from the intersection of Eden Landing via Hesperian Boulevard to I-880 to San Francisco Terminal.

Line S --	First Trip AM, SF Arrival:	6:15 a.m.
	AM Peak Headway:	30 minutes
	Midday Headway:	N/A
	First Trip PM, SF Departure:	4:00 p.m.
	PM Peak Headway:	30 minutes
	Last Trip PM, SF Departure:	6:10 p.m.

Fiscal Impacts: Additional service funded by RM2.

Passenger Impacts: More service, faster trip for passengers along Hesperian. Service would be discontinued along Turner, Calaroga and Tennyson. About six passengers in each direction would be more than 1500 feet from the rerouted service.

Line SA: Recommended routing – from the intersection of Hesperian Boulevard and Paseo Grande via Paseo Grande, Washington Boulevard, Lewelling Boulevard, Farnsworth Street, Purdue Street, Wiley Street, Spruce Avenue, Merced Street, Marina Boulevard, I-880, and I-80 to the San Francisco Transbay Terminal.

Line SA --	First Trip AM, SF Arrival:	6:15a.m.
	AM Peak Headway:	30 minutes
	Midday Headway:	N/A
	First Trip PM, SF Departure:	4:00 p.m.
	PM Peak Headway:	30 minutes
	Last Trip PM, SF Departure:	7:00 p.m.

Fiscal Impacts: Additional service funded by RM2.

Passenger Impacts: More service.

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Line SB: No routing change.

Line SB --	First Trip AM, SF Arrival:	7:00a.m.
	AM Peak Headway:	20 minutes
	Midday Headway:	N/A
	First Trip PM, SF Departure:	4:00 p.m.
	PM Peak Headway:	20 minutes
	Last Trip PM, SF Departure:	8:00 p.m.

Fiscal Impacts: Additional service funded by RM2.

Passenger Impacts: More service, more frequent service.

**Line MA** – (Listed as Line MR in the public information). Staff recommends new Line MA, operating from the East Bay via the San Mateo Bridge to the Redwood Shores area of Belmont. The original staff proposal was to operate the service from Bayfair BART, however, after considering comment from the public and from other transit providers, the staff recommendation is to operate the service from the Union City BART station. This decision is based on data indicating that more Redwood Shores employees live in the Union City corridor than in the Hesperian corridor.

Line MA --	First Trip AM, Belmont Arrival:	7:00 a.m.
	AM Peak Headway:	30 minutes
	Midday Headway:	N/A
	First Trip PM, Belmont Departure:	3:30 p.m.
	PM Peak Headway:	30 minutes
	Last Trip PM, Belmont Departure:	7:00 p.m.

Fiscal Impacts: Additional service funded by RM2.

Passenger Impacts: New service to new market.

Recommended Routing: To Redwood Shores AM Peak Period – from Union City BART via Decoto Alvarado-Niles Road, Smith Street, Union City Boulevard, Hesperian Boulevard to Chabot College Transit Center, Hesperian Boulevard, Highway 92 (San Mateo Bridge), U.S. 101, Marine World Parkway, Oracle Parkway, Marine World Parkway, Twin Dolphin Drive, U.S. 101 to Hillsdale (Caltrain Station), El Camino, Edison, Hillsdale, U.S. 101, Highway 92, Hesperian, Chabot College Transit Center, Hesperian, Union City Boulevard, Smith Street, Alvarado-Niles, Decoto to Union City BART. From Redwood Shores/Hillsdale PM Peak Period – from Union City BART via

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Decoto Alvarado-Niles Road, Smith Street, Union City Boulevard, Hesperian Boulevard to Chabot College Transit Center, Hesperian Boulevard, Highway 92 (San Mateo Bridge), U.S. 101, Hillsdale (Caltrain Station) El Camino, Edison, Hillsdale, U.S. 101, Marine World Parkway, Oracle Parkway, Marine World Parkway, U.S. 101, Highway 92, Hesperian Boulevard, Chabot College Transit Center, Hesperian Boulevard, Smith Street, Alvarado-Niles Road, Decoto Road to Union City BART.

**Other Service Increases** – Staff recommends increasing service levels on the District's remaining TransBay lines by increasing peak period frequencies and /or adding trips later in the evening on the following lines: B, CB, L, P, O/OX, W, and V. These service increases would be funded from RM2. In addition, operation of the Line 74 extension to Orinda BART would be funded by RM2 until additional Contra Costa Measure J funds are distributed in FY 08-09, and RM2 funds would backfill operation of the NL service (with is currently funded with Air Quality Management District funds) and also the Line M (which is currently funded with CMAQ funds). In additional, various operational enhancements and service studies will also be requested from RM2 sources. The following chart lists the estimated RM2 subsidy amounts for FY 05-06 (note that many of these services are not full year subsidies and the estimated FY 06-07 subsidy will exceed \$5.7 million).

***Summary RM2 Transbay Operating Program -- FY 05-06***

<u>Line</u>	<u>Subsidy</u>	<u>Service Type</u>
Line LA	\$0.2 million	All-Day
Line 74	\$0.5	All-Day
Line J	\$0.3	Peak
Line M	\$0.7	Peak
Line MA	\$0.3	Peak
Line NL	\$0.6	All-Day
Misc Services	\$0.5	Peak
Ops Enhancements	\$0.5	Peak
Total	\$3.6 million	

**Recommended Plan –RM2 BART Owl Program**

Staff has worked with MTC, Muni, SamTrans, LAVTA, CCCTA and BART to develop a comprehensive and regionwide Owl service that meets RM2 expectations, as identified



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by the Ad-Hoc Owl Service Policy Committee. This committee consists of agency policy board members as well as agency staff.

***Fiscal Priorities***

\$1.8 million is available annually to fund regional Owl service. MTC has agreed that some of that funding can be used to support existing service, provided the overall program meets regional criteria. AC Transit has been tentatively allocated \$1.2 million (annually) for operation of the regional owl service, consistent with the Ad-Hoc Committee criteria.

***RM 2 BART Owl Policy Criteria***

As detailed by the Ad-Hoc Committee, RM 2 requires that :

- The District and/or other bus properties provide service along the BART network after BART service ends and before it begins each day.
- Ideally, the service would provide a way for BART patrons to reach their automobiles, or any other form of transportation they may have, if they miss the last BART train or have a job that requires them to work past the hours that BART operates.

The overall passenger service and planning objectives, as developed by the Ad-Hoc Committee, are:

- Mimic BART lines as closely as possible, while at the same time minimizing disruption to current AC Transit Owl users.
- Establish a regional pulse system allowing most passengers to make only one transfer or less to reach their late night destinations.
- Establish secondary pulses to integrate BART's Dublin branch and the San Francisco/Peninsula services. The secondary pulse in San Francisco would integrate the Muni owl network with the proposed regional system. The LAVTA pulse would connect AC service with the Pleasanton/Dublin area.
- Agreement that AC Transit's RM-2 funded Owl service will not overlap BART when it is in service.

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- Agreement that the proposed new service will not increase the AC Transit deficit.

***Owl Network Service Design***

After a study of alternative routings, and following internal and external review, including review by the Ad-Hoc Committee, a preferred version of the owl network is identified in the environmental document. To meet the “one-transfer or less objective,” the primary regional pulse occurs in downtown Oakland hourly. BART-Owl Buses, operated by AC Transit, pulse and provide service to the Richmond and Fremont lines. The through East Bay-San Francisco service is provided by the Richmond BART Owl Bus, primarily due to schedule considerations, but also in recognition of anticipated strong late night Berkeley-San Francisco demand (BART reports that the most used station pairs in the late evening are downtown San Francisco to Berkeley). This bus line serves all four BART Market Street stations and makes secondary pulsed connections with Muni’s timed transfer points at Market & Van Ness and at Market & Kearny. A CCCTA service, operating to mimic the BART Yellow Line bus to Concord/Pittsburg, also pulses with AC Transit at 14<sup>th</sup> and Broadway. In addition, AC Transit continues to operate Owl service on San Pablo Avenue, with a separate service operating between downtown Oakland and University Avenue, and on Foothill Boulevard between downtown Oakland and Eastmont Mall and on the 57 between downtown Oakland and Oakland Airport, and on the 51 lines.

Intending passengers on the Peninsula would take Sam Trans or San Francisco Muni bus lines to connect with AC Transit at either Market & Van Ness or the Transbay Terminal. Service from the Transbay Terminal would connect with all other AC Transit Owl Service and the BART Yellow Line Bus to Concord at 14<sup>th</sup> & Broadway. All buses would dwell at least 5 minutes before departure, which is scheduled for 35 minutes past the hour.

***Owl Bus Service Recommendations***

In consideration of these criteria, and in response to agency and public comment, staff recommends the following service changes in the AC Transit/RM2 Owl Bus Network:

**Current Service** – Staff recommends the current Owl Network be discontinued and replaced with the proposed service network.

**New Service Network** – Lines are designated with temporary line numbers and names until the Ad-Hoc Committee develops a regional nomenclature.

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**Owl Line X1 – Richmond/San Francisco.** (Listed as Line R in the public information materials). From Richmond BART to Van Ness and Market in San Francisco generally following the Richmond BART (Red) line. Operates hourly on weekdays, and every 30 minutes on weekends. Pulses with Muni services at Van Ness and Market, Transbay Terminal and with AC Transit services and CCCTA services at 14<sup>th</sup> and Broadway.

Owl Line X1 -- First Departure SF:	1:00 a.m. weekdays 12:30 a.m. weekends
Headway:	60 minutes weekdays 30 minutes weekends
Last Departure SF:	5:00 a.m. weekdays 6:00 a.m. Saturdays 8:00 a.m. Sundays

Fiscal Impacts: Additional service funded by RM2.

Passenger Impacts: 30 minute weekend service, fewer transfers due to service on Market Street, fewer transfers for passengers between San Francisco and Berkeley, more transfers for passengers destined for the MacArthur corridor (APC counts indicate that more than half of the existing N Owl passengers transfer in downtown Oakland), loss of service in the westbound direction to West Oakland (counts show this could affect two passengers nightly).

Recommended Routing: From Richmond BART via MacDonald Avenue, San Pablo Avenue, University Avenue (transfer to Owl Line 3 San Pablo-Foothill), Shattuck, Adeline, Ashby, Telegraph, 20<sup>th</sup> Street, Broadway (pulse at Broadway and 14<sup>th</sup>), 12<sup>th</sup>, I-980, I-580, I-80 Bay Bridge, U.S. 101, Octavia off-ramp to Market to Market and Van Ness. Return via Market, First, Bay Bridge, Grand off ramp, frontage road, 7<sup>th</sup> Street, Martin Luther King, 14<sup>th</sup> (pulse at 14<sup>th</sup> and Broadway), Broadway, 20<sup>th</sup>, Telegraph, Ashby, Adeline, Shattuck, University, San Pablo, MacDonald to Richmond BART.

Fiscal Impacts: Additional service funded by RM2.

**Owl Line X2 – Oakland to Fremont.** (Listed as Line 82/99 in the public information materials). From 12<sup>th</sup> Street BART (14<sup>th</sup> and Broadway) to Fremont generally following the Fremont BART (Orange) line. Operates hourly on weekdays, and every 30 minutes on weekends to Bayfair. Pulses with AC Transit services and CCCTA services at 14<sup>th</sup> and Broadway and with LAVTA at Bayfair.

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Owl Line X2 --	First Departure Oak	12:35 a.m. weekdays
	Headway:	60 minutes weekdays
		30 minutes weekends (to Bayfair BART)
	Last Departure Oak	4:35 a.m. weekdays
		5:35 a.m. Saturdays
		7:35 a.m. Sundays

Fiscal Impacts: Additional service funded by RM2.

Passenger Impacts: Additional weekend service to Bayfair BART. No routing change from current route.

Recommended Routing: From 12<sup>th</sup> Street BART (14<sup>th</sup> and Broadway) via Broadway, 11<sup>th</sup>/12<sup>th</sup>, International Boulevard, E. 14<sup>th</sup> Street, Davis to San Leandro BART, East 14<sup>th</sup>, Bay Fair BART (pulse with LAVTA), Mission Boulevard, Hayward BART, Mission Boulevard, Tennyson, South Hayward BART, Mission Boulevard, Union City BART, Mission Boulevard, Fremont BART.

**Owl Line X3 – Berkeley to Downtown Oakland** (Listed as Line 72 in the public information materials). Provides operation of the remaining portion of San Pablo Avenue service between University and San Pablo and downtown Oakland. Pulses with AC Transit services and CCCTA services at 14<sup>th</sup> and Broadway and connects with Owl Line 1 at San Pablo and University.

Owl Line X3 --	First Departure Oak	12:35 a.m. daily
	Headway:	60 minutes daily
	Last Departure Oak	4:35 a.m. daily

Fiscal Impacts: Small reduction in existing service hours.

Passenger Impacts: No through service from San Pablo corridor (north Oakland, Emeryville, West Berkeley) to El Cerrito/Richmond – transfer provided.

Recommended Routing: From San Pablo and University via San Pablo Avenue, 20<sup>th</sup> Street, Broadway, to 14<sup>th</sup> (12<sup>th</sup> Street BART). Operates hourly 7 days per week.

**Owl Line X4 – Eastmont to Downtown Oakland** (Listed as Line 40 in the public information materials). Provides operation of the remaining portion of Foothill Line 40 service between Eastmont Transit Center and downtown Oakland. Pulses with AC

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Transit services and CCCTA services at 14<sup>th</sup> and Broadway and connects with Owl Line X5 at Eastmont Transit Center. Operates via Broadway, 11<sup>th</sup>/12<sup>th</sup>, Foothill to Eastmont Transit Center.

Owl Line X4 --	First Departure Oak	12:35 a.m. daily
	Headway:	60 minutes daily
	Last Departure Oak	4:35 a.m. daily

Fiscal Impacts: Small reduction in existing service hours.

Passenger Impacts: No through service from San Pablo corridor (north Oakland, Emeryville, West Berkeley) to El Cerrito/Richmond – transfer provided.

Recommended Routing: From San Pablo and University via San Pablo Avenue, 20<sup>th</sup> Street, Broadway, to 14<sup>th</sup> (12<sup>th</sup> Street BART). Operates hourly 7 days per week.

**Owl Line X5 – MacArthur Corridor** (Listed as Line 57 in the public information materials). Terminates existing Owl Line N at 14<sup>th</sup> and Broadway; not other change. Pulses with AC Transit services and CCCTA services at 14<sup>th</sup> and Broadway and connects with Owl Line 3 at Eastmont Transit Center.

Owl Line X5 --	First Departure Oak	12:35 a.m. daily
	Headway:	60 minutes daily
	Last Departure Oak	5:35 a.m. daily

Fiscal Impacts: Small reduction in existing service hours.

Passenger Impacts: No through service from MacArthur corridor to San Francisco.

Recommended Routing: From 12<sup>th</sup> Street BART (14<sup>th</sup> and Broadway) via Broadway, 20<sup>th</sup>, Harrison, Grand, MacArthur, Eastmont Transit Center, 73<sup>rd</sup>, Coliseum BART, Hegenberger, Airport Driver to Oakland International Airport. Operates hourly 7 days per week.

**Owl Line X6 – College/Broadway Corridor** (Listed as Line 51 in the public information materials). Same route as current Line 51 Owl – from Alameda Park and Santa Clara) to Berkeley via Santa Clara, Webster/Posey Tubes, (downtown Oakland), Broadway, College, Bancroft to Shattuck. Pulses with AC Transit services and CCCTA services at 14<sup>th</sup> and Broadway.

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Owl Line X6 -- First Departure Oak	12:35 a.m. daily
Headway:	60 minutes daily
Last Departure Oak	4:35 a.m. daily

Fiscal Impacts: Small reduction in existing service hours.

Passenger Impacts: No impact.

***PROPOSED CHANGES TO LINE 376 REQUIRE A PUBLIC HEARING PURSUANT TO BOARD POLICY 163. THE FOLLOWING DISCUSSION IS A STAFF REQUEST FOR A PUBLIC HEARING.***

**LINE 376 – RICHMOND/NORTH RICHMOND SHUTTLE:** With the changes in the owl network, staff has identified other schedules that should be modified to ensure a coordinated system. Line 376 was identified in the West County Plan as operating below standards and staff identified that about one-third of the route only carries about 15 percent of the passengers. Accordingly, staff recommends the Board hold a public hearing on a route change that would decrease dedicated service levels from six to four buses but still service 85 percent of the present passengers and still make timed connections with the new Owl network.

Line 376 -- First Departure Richmond	8:15 p.m. daily
Headway:	30 minutes daily
Last Arrival Richmond BART	2:43 a.m. daily

Fiscal Impacts: Reduction in existing service hours – about 12 hours daily.

Passenger Impacts: Elimination of service from 23<sup>rd</sup> Street in Richmond, affecting about 30 passengers daily.

Recommended Routing: CONTINUOUS LOOP – From DelNorte BART via Cutting Blvd., 23rd St., Macdonald Ave., Richmond BART, Macdonald Ave., 6th St. - 7th St. - Filbert St. - 3rd St., Market Ave., Rumrill Blvd., College Ln., Campus Costra Costa College, Campus Dr., Mission Bell Dr., El Portal Dr., Broadway Av., 11th St., Stanton Av., Giant Hwy., Phanor Dr., McGlothen Wy., Banks Dr., Williams Dr., McGlothen Way., Griffin Dr., Giant Hwy., Atlas Rd., Alan Ritchey Postal Facility, Atlas Rd., Richmond Pkwy., Fitzgerald Dr. Appian Wy. to Hwy. #80 Richmond Pkwy., off-ramp into Blume Dr., Richmond Parkway Transit Center, Blume Dr., Klose Wy. Hilltop Mall Rd., Hilltop Mall Transit Center, Hilltop Mall Rd., Robert Miller Dr., San Pablo Av., El Portal Dr.,

**GC Memo No. 05-071c**

**Subject:**

- A. Consider The Adoption Of Resolution No. 05-022 Regarding RM2 Implementation Plan**
- B. Consider Setting A Public Hearing On July 20, 2005, Pursuant To Board Policy No. 163 On Proposed Changes To Line 376**

**Date: June 15, 2005**

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Mission Bell Dr., Campus Dr., Contra Costa College, Campus Dr., College Ln., Rumrill Blvd., Market Ave., 3rd St. - Filbert St. - 7th St. - 6th St., Macdonald Ave., 16th St., Richmond BART, Macdonald Ave., 22nd St., 23rd St., Cutting Blvd., San Pablo Ave., Hill St., El Cerrito Del Norte BART Station.

Set a public hearing at the General Offices for 2:00 p.m., on July 20, 2005, to consider the above recommendation.

**Prior Relevant Board Actions/Policies:**

GM Memo 04-199a  
GM Memo 05-071  
GM Memo 05-071a  
GM Memo 05-071b  
Board Policy No. 512  
Board Policy No. 163

**Attachments:**

Draft Resolution No. 05-022  
GC Memo 05-071  
GC Memo 05-071a  
GC Memo 05-071b  
Initial Study/Negative Declaration

**Approved by:** Rick Fernandez, General Manager  
Kenneth C. Scheidig, General Counsel  
Nancy Skowbo, Deputy General Manager Service Development

**Prepared by:** Kenneth C. Scheidig, General Counsel  
Anthony Bruzzone, Manager, Service and Operations Planning

**Date Prepared:** June 9, 2005