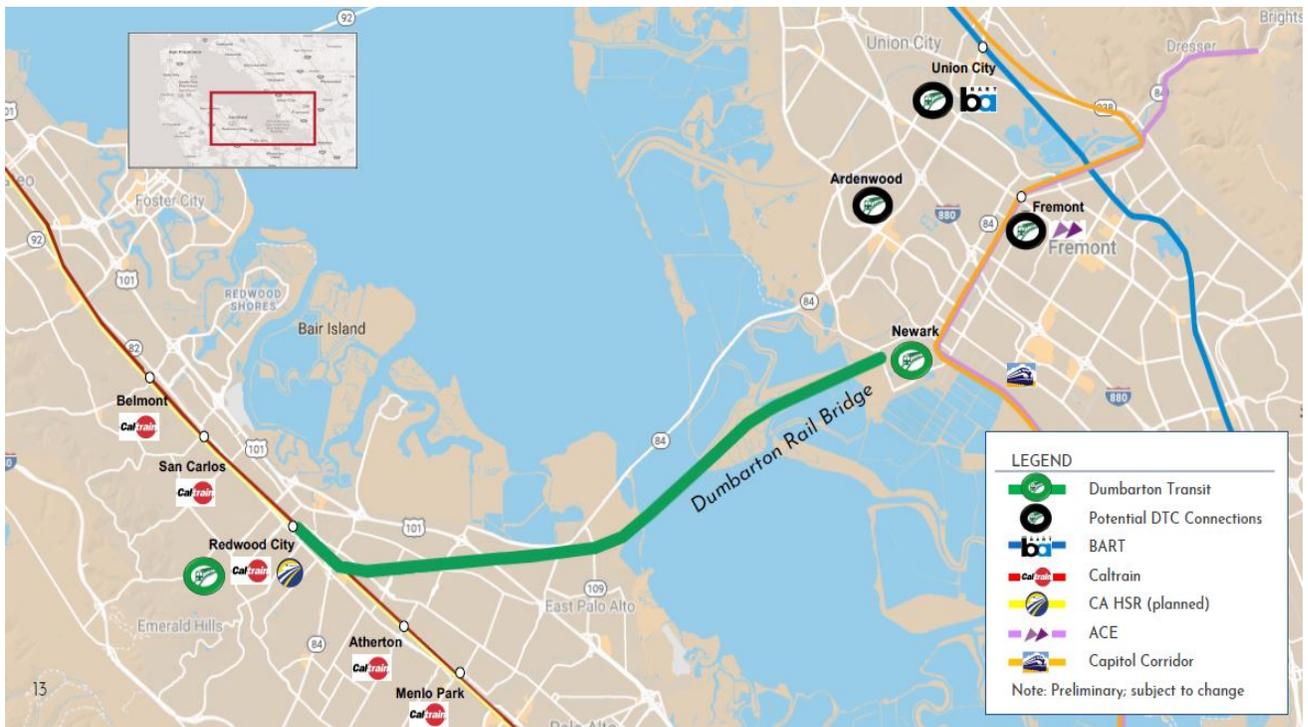


# Dumbarton Rail Corridor Project

## Advisory Group Meetings Summary Report



**June 3, 2019**



*San Mateo County*  
**TRANSIT DISTRICT**

Table of Contents

<b>Table of Contents</b>	<b>2</b>
<b>Project Overview</b>	<b>3</b>
<b>Advisory Group Meetings</b>	<b>3</b>
<b>Meeting Materials</b>	<b>3</b>
<b>Questions and Answers Summary</b>	<b>4</b>
Bicycle/Pedestrian Infrastructure	4
Communities of Concern	4
EIR and Environmental Concerns	4
Project Costs and Allocation of Funds	5
Regional and Local Connectivity	5
Project Alignment and Train Stations	5
Train Technology	5
Transit-Oriented Development (TOD)	6
<b>Next Steps</b>	<b>6</b>
<b>Appendix</b>	<b>7</b>
Appendix A – Meeting Attendees	
Appendix B – Participation Invite	
Appendix C – RSVP invitation	
Appendix D – Agenda	
Appendix E – PowerPoint Presentation	



## Project Overview

The San Mateo County Transit District (District) and Cross Bay Transit Partners LLC (CBTP), a new company created by Plenary and Facebook, are engaged in a public-private partnership (P3) to improve transportation along the Dumbarton Rail Corridor (DRC) in the South San Francisco Bay area. Together, the District and CBTP are exploring new, environmentally appropriate alternatives for a high-quality, high-capacity public transit system (Project). The objective of the Project is to enhance regional mobility, increase connectivity between modes of travel in and around the DRC and bring transit closer to key origins and destinations on the Peninsula and East Bay.

## Advisory Group Meetings

Two advisory group meetings and a briefing for local elected officials and staff were held on June 3, 2019 at the District’s headquarters (1250 San Carlos Avenue, San Carlos, CA 94070). A total of 30 individuals attended the meetings, which were held at different times throughout the day to accommodate three distinct groups. The times for each group, and the type of group include:

<b>Technical Advisory Group</b>	<b>Stakeholder Advisory Group</b>	<b>Peninsula Elected Officials Staff</b>
10:00 AM – 12:00 PM	1:00 PM – 3:00 PM	3:30 PM – 4:30 PM

The advisory groups were formed to engage city governments, advocates, business and other community stakeholders to provide more information about the Project, gather their input about specific topics, as well as offer more general feedback about the Project.

The Technical Advisory Group includes technical staff from City Governments, transportation and transit agencies, and other local and regional authorities. The Stakeholder Advisory Group is composed of community leaders that work in non-governmental organizations interested in transit and multi-modal infrastructure, land use and environmental sustainability, business and economic interests and social justice. The Peninsula Elected Officials Staff represented Local, Regional, County, State and Federal officials. A breakdown of the organizations represented is available in **Appendix A** of this report.

These groups have been asked to attend regular meetings to learn about the effort, provide input about specific topics, offer general feedback about the Project, and utilize their networks to help get the word out about the Project and the various opportunities for public input.

## Meeting Materials

Advisory group members were requested to participate through an Evite (requesting an RSVP) through the Project email ([info@crossbaytransit.com](mailto:info@crossbaytransit.com)) and through points of contact from past efforts in the region. A meeting agenda was shared ahead of time and reviewed before each meeting started.

A PowerPoint Presentation provided a Project overview, which included: Project partnership structure, Project timeline, factors for technical and financial feasibility, the environmental clearance process and environmental review outreach strategy, an overview of advisory committee roles and responsibilities, and summary of public input during the Public Introductory Meetings that were held in late February and early March, 2019.

In April, an invitation to participate in the Technical or Stakeholder Advisory Groups was shared with prospective participants in order to direct their attention to the newly formed advisory groups and request their participation as regular members. The invitations included an overview of the Project, a brief summary of the public introductory meetings, a look ahead to the advisory group kick-off meetings, and the Project website ([www.crossbaytransit.com](http://www.crossbaytransit.com)). An example of the invitation can be found in **Appendix B** of this report.

An Evite was distributed in May, as a follow up to the Participation Invite with meeting location, times, and dates for the advisory group kick-off meetings. The RSVP can be found in **Appendix C** of this report.

For more details on the Agenda, please see **Appendix D** of this report.

A pdf of the PowerPoint Presentation used at the advisory group meetings is available as **Appendix E** of this report.

## Questions and Answers Summary

During the meetings, advisory group members were invited to ask questions and provide comments or concerns to the Project team regarding the Project. Comments included details on Project components, such as station locations, technical data (e.g., ridership and transit data), and multiple modes of transportation (e.g., bicycle/pedestrian facilities).

Below are highlights of the key themes that emerged at these meetings. The Project team captured detailed notes on the comments received at the meetings, which will be saved and considered in the development and evaluation of the Project.

### Bicycle/Pedestrian Infrastructure

Many individuals expressed interest in the establishment of safe bicycle lanes and pedestrian infrastructure to accommodate a range of riders in and around the new transit service. This includes infrastructure to address the “first mile, last mile” problem and provide vital service to non-commuters and members of the public in communities of concern. Hans Larsen suggested that the new DRC service should connect with the [Quarry Lakes Bike Trail](#).

### Communities of Concern

Some individuals raised concerns about the engagement with communities such as North Fair Oaks and Belle Haven. The Project team has invited these communities to participate in advisory group meetings and parallel 1-on-1 meetings to discuss their needs and constant involvement throughout Project development.

### EIR and Environmental Concerns

Concerns were raised regarding which documents would be considered for the EIR and shared with the public, which encompass past studies about the corridor and all correspondence between the District and regional authorities, such as the Coast Guard. Environmental topics ranged from concerns about the creation of quiet zones to sea level rise. Additionally, attendees requested that environmental studies

take into consideration the preservation of the surrounding marsh and wetlands, especially any potential impacts to the National Wildlife Refuge.

#### Project Costs and Allocation of Funds

Project funding was raised as a concern at the Peninsula Elected Officials Staff briefing. The Project team clarified that the revenue model and long-term finance plan will look at a variety of private and public funding sources to address not only initial construction costs but also the necessary funds to cover any subsidies required to supplement fare box dollars and long-term management costs.

#### Regional and Local Connectivity

Connectivity was a popular topic. Attendees in all three meetings inquired about connections to Caltrain, Altamont Corridor Express (ACE), Capitol Corridor, Santa Clara Valley Transportation Authority (VTA), Amtrak, and Bay Area Rapid Transit (BART). There were concerns about first mile/last mile to and from the DRC train stations, as well as bus connections to the station and the continued use of the existing SamTrans express bus service. Interest was expressed for improvements to the transportation system. Comments underlined that the DRC should serve as a commuter line for the general public, and not only for Facebook employees. The Project team clarified that it is exploring various connections to nearby transit systems.

#### Project Alignment and Train Stations

Several members requested more details on the alignment of the proposed transit service and where stations would be located. The Project team responded that station locations are still under analysis, with proposed locations on the Peninsula in Redwood City, Willow Road and/or Marsh Rd, Newark and potentially Fremont and Union City on the East Bay at this time. The group asked about the possibility of a station located in North Fair Oaks. The Project team responded that this potential station location is also under study. The Project team clarified that the District owns the 18-mile portion of the corridor from Redwood City to Newark and that station locations and options on the Peninsula are being discussed with Caltrain. Moreover, the Project team will approach Union Pacific Railroad regarding the potential East Bay alignments. Integration of the DRC with the existing transit systems is a high-priority item for the Project team and advisory group members. Nicky Nagaya noted that the feasibility of possibly extending service beyond Newark to Fremont and Union City in the East Bay and South to Palo Alto and other areas will be a key element in enabling connectivity of the DRC with existing transportation services, such as BART, ACE, Capitol Corridor and VTA. Fare integration was another priority brought up by Stakeholders. The Project team will discuss the topic of fare integration once further analysis of ridership estimates and projected traffic impacts are conducted.

#### Train Technology

Members requested a clearer explanation regarding the modes of transportation being studied, especially highlighting concerns with hydrogen-powered machinery. Alternatives being considered encompass modern trains such as the Electric Multiple Unit trains Caltrain will adopt in their fleet (battery/electric).

### Transit-Oriented Development (TOD)

Members inquired about the inclusion of TODs in the planning process. As explained by the Project's environmental lead, TODs are not included in the Project; however, planned TODs in local general plans and specific plans for those municipalities within the environmental envelope of the Project will be considered in the future horizon year (2040) in the environmental document.

## Next Steps

### **Project-Specific:**

The Project team will move forward with the environmental review process required under the California Environmental Quality Act (CEQA) and will continue discussions with a potential federal partner as the lead for the National Environmental Protection Act (NEPA) process.

With confirmation of a federal lead agency, a Notice of Intent/Notice to Proceed will be issued, followed by public scoping meetings. The projected timeline for these meetings is currently late August 2019 but is subject to change.

### **TAG/SAG Related:**

The PowerPoint that was presented at the advisory group meetings will be posted on the Project website: [www.crossbaytransit.com](http://www.crossbaytransit.com)

It was agreed at both the TAG and SAG meetings that the next advisory group meetings will occur following the public scoping meetings. The next meetings will be hosted in the East Bay, likely by the City of Newark this Fall.

It was also agreed that future meetings will be convened on a milestone-driven basis, with relevant Project updates provided to the advisory groups via email in the interim.



*San Mateo County*  
**TRANSIT DISTRICT**

Appendix

## Appendix A - Meeting Attendees



San Mateo County  
**TRANSIT DISTRICT**

# Dumbarton Transportation Corridor

## Advisory Group Meetings - June 3, 2019

### ATTENDEES

#### **Project Team**

San Mateo County Transit District  
Facebook  
Plenary (via Bluejeans)  
Kimley-Horn  
Circlepoint  
Fehr & Peers  
HNTB  
Apex Strategies  
MC2 Bay Area Public Affairs Consulting

#### **Technical Advisory Group**

Office of Supervisor Warren Slocum  
Santa Clara Valley Transportation  
Authority  
SamTrans  
City of Fremont  
Metropolitan Transportation Commission  
Alameda County Transportation  
Commission  
City of Menlo Park  
Mateo County  
City of Newark  
Menlo Park Fire Department  
Caltrain

#### **Stakeholder Advisory Group**

Friends of Caltrain  
Transform  
Eco Transport  
Stanford University  
San Mateo County Economic Development  
Association  
Menlo Park Chamber of Commerce  
San Mateo County Chamber of Commerce  
Sierra Club  
SPUR  
Silicon Valley Bicycle Coalition  
Menlo Spark  
Citizens Committee to Complete the  
Refuge  
Fremont Chamber of Commerce  
East Bay Economic Development Alliance  
Mid-Peninsula Regional Open Space  
District  
Peninsula Open Space Trust

#### **Peninsula Elected Officials Staff**

Office of Representative Jackie Speier  
Office of Representative Anna Eshoo  
Office of State Senator Jerry Hill  
Office of Assembly Member Kevin Mullin  
Office of Assembly Member Marc Berman  
(via Bluejeans)  
Office of Supervisor Warren Slocum,  
County of San Mateo  
Office of Supervisor Carole Groom, County  
of San Mateo  
Office of the County Executive, County of  
San Mateo

## Appendix B - Participation Invite



*San Mateo County*  
**TRANSIT DISTRICT**

### Technical Advisory Group Invitation

**Monday, June 3, 2019**

**10:00 AM - 12:00 PM**

Several weeks ago, we reached out to invite you to participate in the newly-established Technical Advisory Group for the Dumbarton Rail Corridor's CEQA/NEPA process.

This group of technical staff, such as yourself, is asked to regularly attend meetings to learn about the effort, provide input about specific topics, as well as offer more general feedback about the proposed transportation corridor project. It is also our hope that you and your colleagues will leverage your networks to help get the word out about our upcoming scoping meetings and other key milestones.

#### **Meeting location:**

*San Mateo County Transit District Offices:*

**The Dining Room  
1250 San Carlos Avenue  
San Carlos, CA 94070**

These meetings are currently planned to occur on a bi-monthly basis, or as-needed, depending on project progress.

Kindly RSVP about the June 3 meeting to [info@crossbaytransit.com](mailto:info@crossbaytransit.com) by May 28th

Thank you

A handwritten signature in black ink, appearing to read "Winsome Bowen".

**Winsome Bowen**  
On Behalf of Cross Bay Transit Partners

The San Mateo County Transit District (SamTrans) and Cross Bay Transit Partners LLC (CBTP), a joint venture between the Plenary Group and Facebook, are engaged in an unprecedented public-private partnership (P3) to improve transportation along the Dumbarton corridor in the San Francisco Bay Region. The Dumbarton Rail Corridor is a critical connector between the East Bay and the San Francisco Peninsula. The objective of the Dumbarton Rail Corridor is to enhance mobility between residential neighborhoods in the East Bay and job centers on the San Francisco Peninsula.

## Appendix C - RSVP Invitation



*San Mateo County*  
**TRANSIT DISTRICT**

### Stakeholder Advisory Group Invitation

We hope this letter finds you well and open to the following request for a bit of your time and valuable input regarding your potential participation in advisory group meetings for the Dumbarton Transportation Corridor project.

We would like to have you join the Stakeholder Advisory Group for the proposed project's CEQA/NEPA process. You may already be aware that the San Mateo County Transit District has partnered with Cross Bay Transit Partners to advance studies on the technical and financial feasibility of implementing public transportation in the Dumbarton Rail Corridor, which could become a critical connector between the East Bay and the San Francisco Bay Peninsula.

The Stakeholder Advisory Group will be composed of community leaders such as yourself, who will be tasked with helping our partnership identify and address issues related to the proposed project.

With the conclusion of four successful public introductory meetings (held between February 23 and March 2), we are planning to convene regular bi-monthly meetings with the Stakeholder Advisory Group starting between mid-May and mid-June, 2019. These will rotate between convenient locations on both sides of the Bay during business hours. We will be providing additional information and a date and time for the first meeting in the near future.

In the meantime, please confirm your interest in becoming a member of the Stakeholder Advisory Group, by sending an email to [info@crossbaytransit.com](mailto:info@crossbaytransit.com) by April 12. If you would like additional information, or wish to speak with a team leader, please indicate that in your email.

For additional information about the project, please visit <https://crossbaytransit.com/>

Thank you,

A handwritten signature in black ink, appearing to read "Winome Bowen".

Winome Bowen  
Manager  
Cross Bay Transit Partners

A handwritten signature in black ink, appearing to read "Jim Hartnett".

Jim Hartnett  
General Manager  
San Mateo County Transit District

# DUMBARTON RAIL CORRIDOR

## ADVISORY GROUP KICK-OFF MEETING MONDAY, JUNE 3, 2019

San Mateo County Transit District Offices - The Dining Room  
1250 San Carlos Avenue San Carlos, CA 94070

## AGENDA

- 1. Welcome and Introductions**
- 2. Project Background**
  - a. Corridor History
  - b. Previous Studies
- 3. Team/Structure**
  - a. ENA
  - b. JV Partners
- 4. Role of Advisory Group members**
  - a. Rules of Engagement
  - b. Meeting Schedule
- 5. Project Updates**
  - a. Engineering
  - b. Environmental
  - c. Traffic/mode modeling process
  - d. Public Outreach Overview
- 6. Current Project Schedule**
- 7. Q&A**
- 8. Next Steps**
  - a. Next meeting/location



**CROSS BAY  
TRANSIT PARTNERS**

*San Mateo County*

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**TRANSIT DISTRICT**

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**Advisory Group**

June 3, 2019



# Agenda

- **Project Background**
- **Team Structure**
- **Role of Advisory Group Members**
- **Project Updates**
- **Current Project Schedule**
- **Q&A**
- **Next Steps**
- **Adjourn**

# Dumbarton History Timeline



## 1910 - DRB Constructed

The rail line provided freight and passenger service from Newark to San Mateo

## 1991 - Dumbarton Commuter Service Feasibility Study

Created in 1988, the District sponsored the study to identify solutions for regional transportation problems and recommended that rail service be implemented

## 1998 - Fire

On the eve of January 2, 1998, a fire erupted on the DRB and wasn't extinguished until noon the next day. Nearly 1/3 mile of the bridge was burned

## 1998 - Dumbarton Corridor Transit Concept Plan

Formulated a plan for rail service implementation

## 2000-2005 - DRC included in MTC's Regional Transportation Plan

This enabled the project to be part of the Bay Area's long-term transportation plan

## 2006 - Environmental Phase I Document

Findings indicated that the deterioration of the inoperable bridge demanded the construction of a new bridge

## 2011 - DRC Alternative Study

Re-evaluated rail, Transportation System Management and Bus Rapid Transit alternatives.

## 2018 - Passing of Regional Measure 3

Anticipated to generate nearly \$4.5 billion to fund projects in the region

## 1982 - Use of Rail Bridge Discontinued

With the increased use of the Port of Oakland for containerized shipping, the necessity of the rail bridge dwindled

## 1997 - Dumbarton Corridor Study

Recommended rail service as a long-term solution and bus service expansion as a short-term strategy

## 1999 - DRC Study

Allowed the DRC to be included as a candidate in the transportation component of the MTC's Blueprint for the 21st Century

## 2004 - Project Study Report (PSR) for the DRC

Technical findings conveyed information to facilitate the redevelopment of the DRC for passenger rail service

## 2008 - High Speed Rail initiative passed in California

Approved the issuance of nearly \$10 billion to partially fund the nation's first high-speed rail system

## 2017 - Dumbarton Transportation Corridor Study

Evaluated multimodal transportation improvements to improve mobility between both sides of the South San Francisco Bay Area

## 2018 - ENA between the District and CBTP

Kicked off an 18-month process of refining the project design

## 2018 - Passing of County Measure W

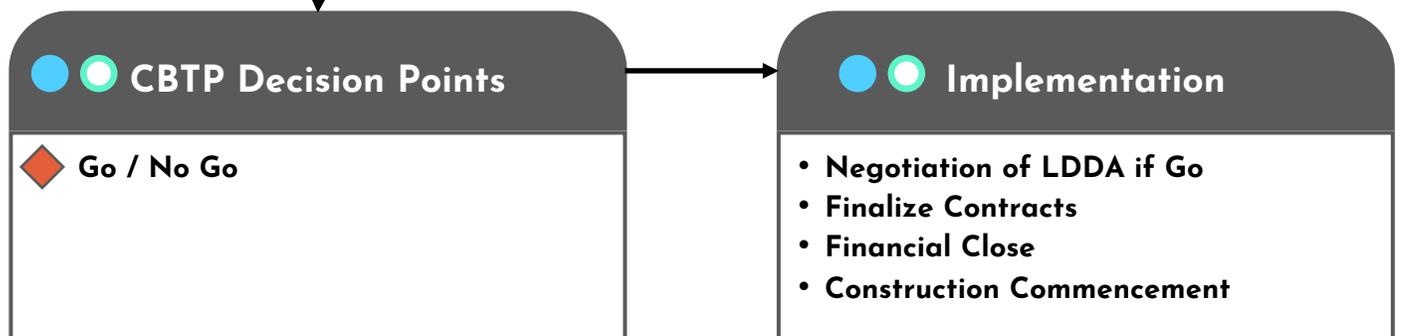
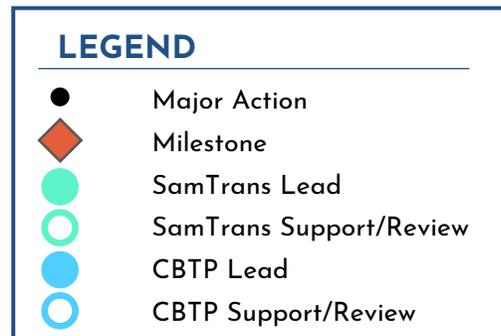
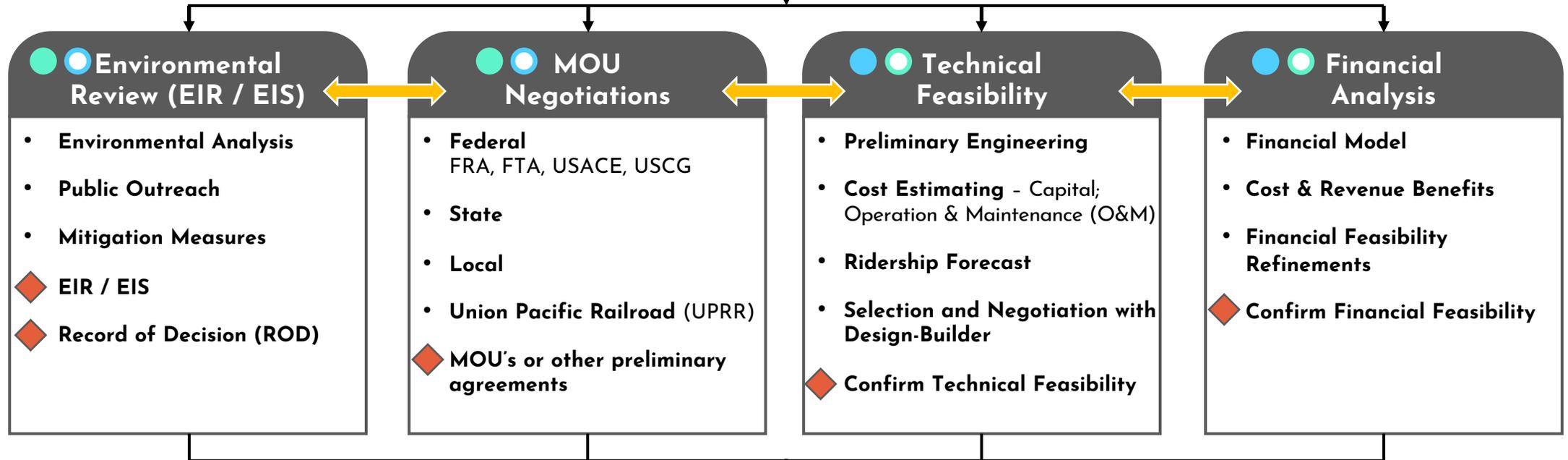
Enacts a .5% sales tax for 30 years to fund roadway improvements, transit services, and the San Mateo County Congestion Relief Plan

### KEY

- DRB Dumbarton Rail Bridge
- DRC Dumbarton Rail Corridor
- MTC Metropolitan Transportation Commission
- District San Mateo County Transit District
- ENA Exclusive Negotiation Agreement
- CBTP Cross Bay Transit Partners



# ENA Process



# San Mateo County Transit District

## Mission and Vision

The District is the owner of the Dumbarton Rail Corridor and the lead agency for CEQA.

The District is a **mobility leader**, providing transportation choices and a sustainable future that meets the needs of our diverse communities.

**Our mission** is to supply the public with a high-quality, safe and efficient transportation system that should enhance the quality of life by:

- Increasing access and mobility
- Improving the environment
- Reducing congestion
- Promoting economic vitality

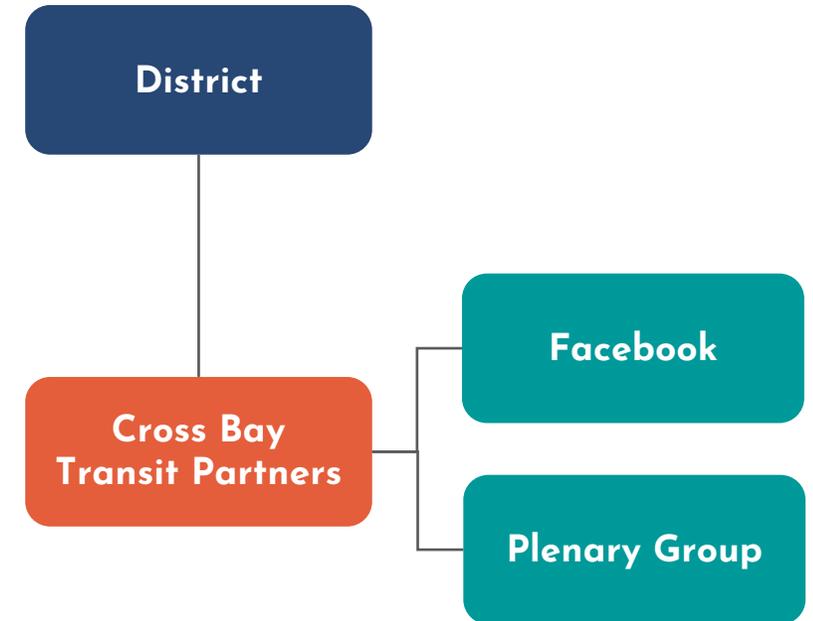


# Cross Bay Transit Partners



## Who We Are

- **Facebook and Plenary Group** are collaborating on the Dumbarton Corridor project through a new company, **Cross Bay Transit Partners (CBTP)**
- CBTP has entered into an **Exclusive Negotiating Agreement (ENA)** with the San Mateo County Transit District (District), the owner of the corridor
- Current agreement is only for investigation, feasibility analysis and cooperation with respect to environmental review



**Exclusive Negotiating Agreement**

# Plenary Group

Long-Term Investor and Developer of Public Infrastructure



## KEY STATISTICS

**ESTABLISHED:** 2004

**PROJECTS:** 46

**OFFICES :** 11

**EMPLOYEES :** 200+

- Public-Private Partnership project sponsor, developer and long-term investor in public infrastructure
- Developed 15 transportation projects worldwide, including: US 36 BRT/ Express Lanes (Colorado) and the Pennsylvania Rapid Bridge Replacement Project
- Projects in California include Long Beach Civic Center Redevelopment and UC Merced 2020
- North American total project value of \$14bn, 20 projects in operation and 12 projects under construction



# Facebook

## Community Members and Partners in Regional Mobility

- Facebook's mission is to give people the power to build community and bring the world closer together
- Comprehensive Employee Transportation Program
- Partner with state and local governments to implement regional public mobility projects



# Cross Bay Transit Partners

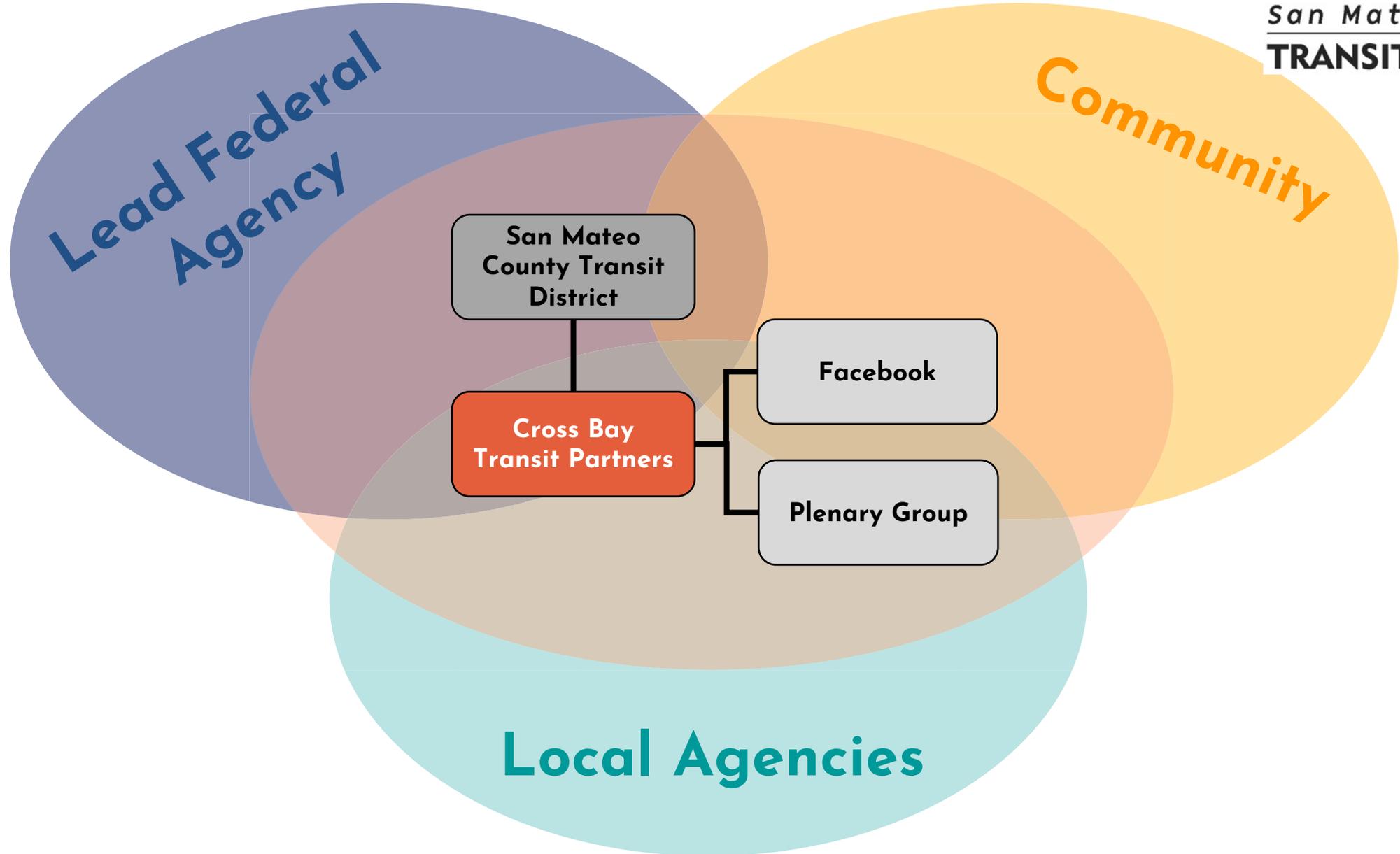
## Shared Vision

**Facebook**, as members of the community, and **Plenary**, as expert California-based infrastructure developers, have a **shared vision** for the corridor:

- **Improve mobility** in the region to provide economic, environmental, and quality-of-life benefits
- **Reduce congestion and pollution**
- **Promote a clean, healthy environment** for our community



# Partnership



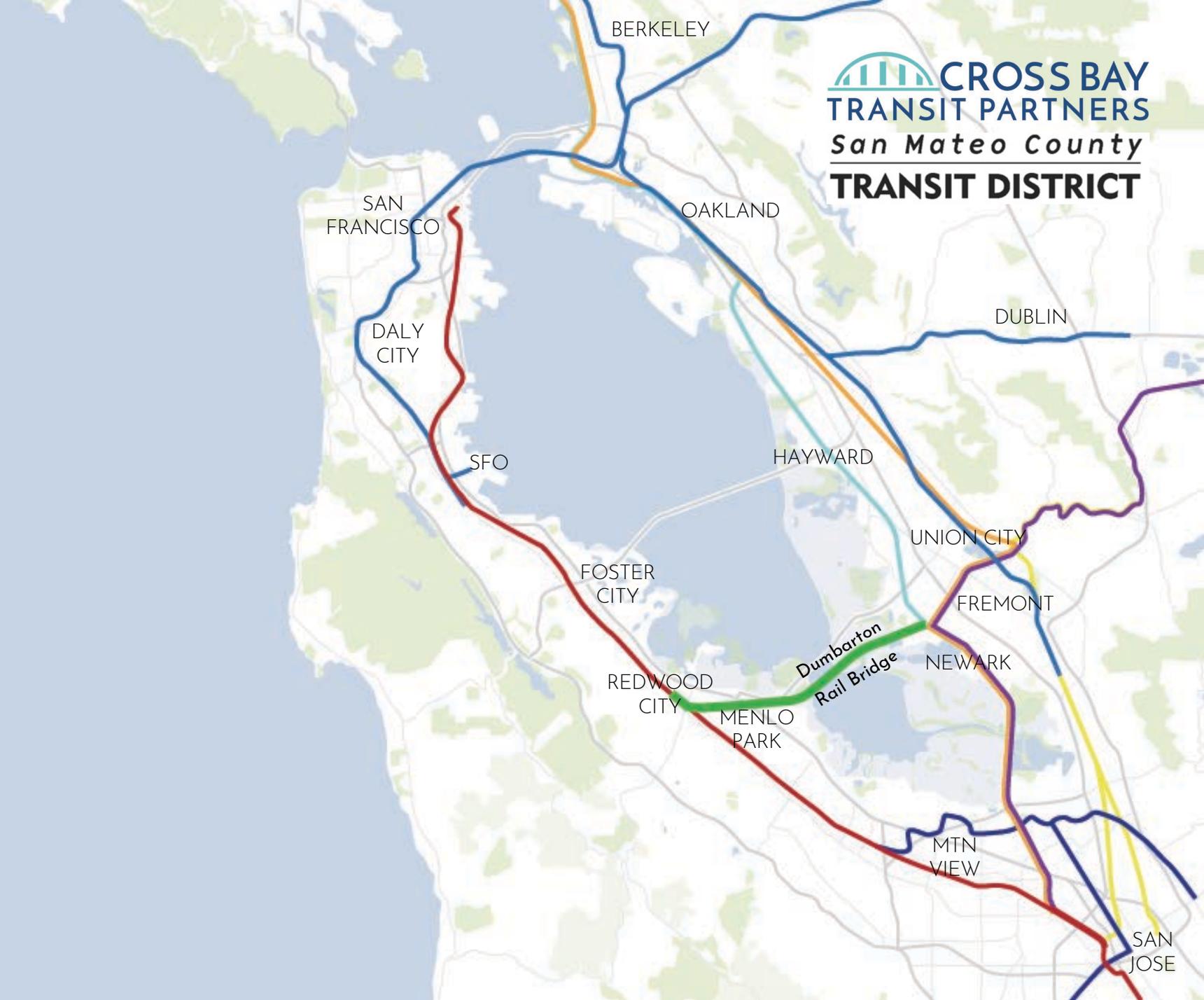
# Northern California Service Vision 2040

## 2018 California State Rail Plan



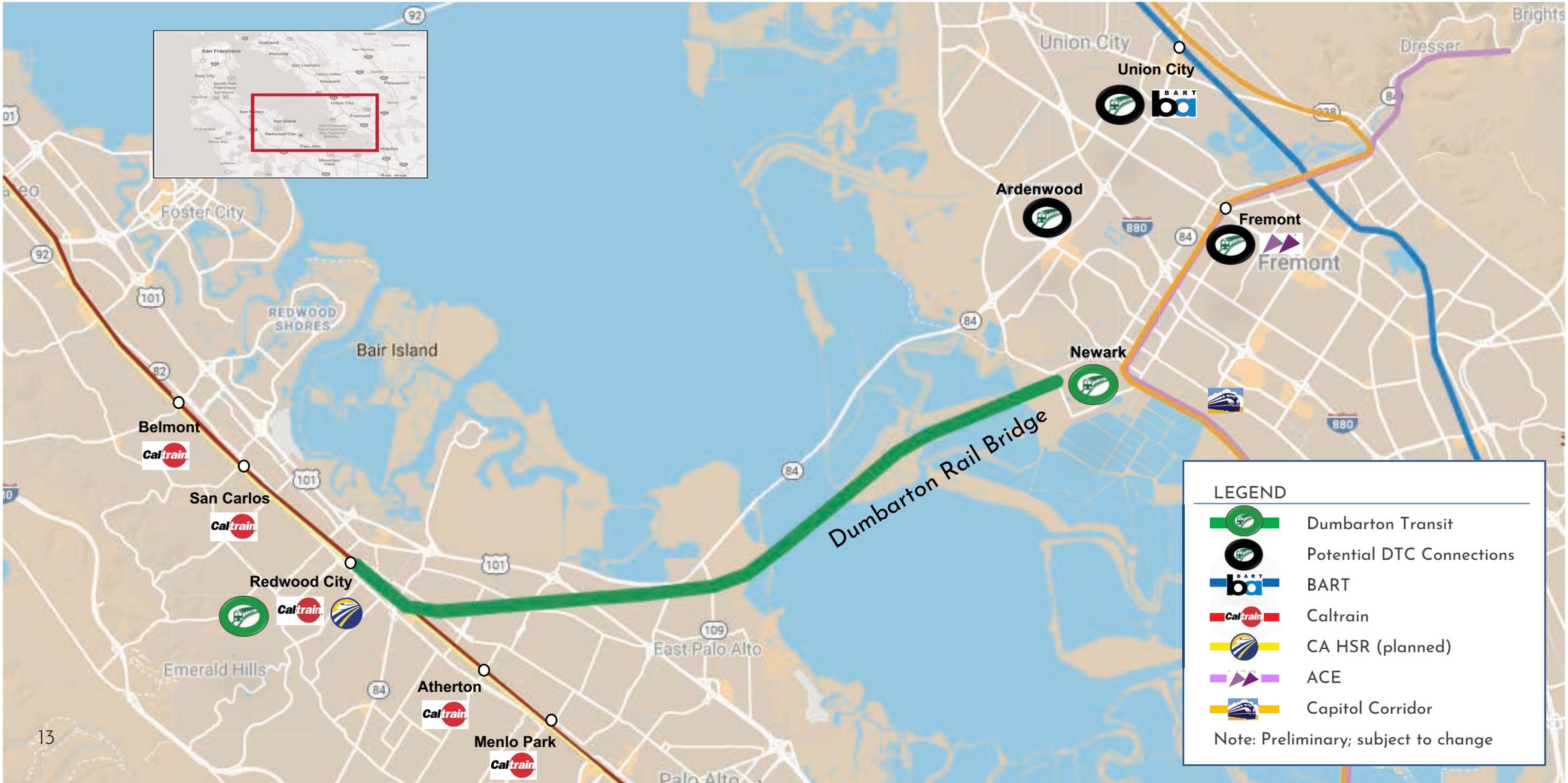
# Regional Passenger Rail Map

- Dumbarton Corridor
- Altamont Commuter Express (ACE)
- BART
- Caltrain
- Amtrak Capitol Corridor
- Amtrak (other)
- Other rail




**CROSS BAY  
TRANSIT PARTNERS**  
*San Mateo County*  
**TRANSIT DISTRICT**

# Project Map



**LEGEND**

-  Dumbarton Transit
-  Potential DTC Connections
-  BART
-  Caltrain
-  CA HSR (planned)
-  ACE
-  Capitol Corridor

Note: Preliminary; subject to change

# Advisory Group

- Contribute to the successful delivery of the Project
- Receive briefings on technical topics
- Receive Project updates
- Advise on and support outreach efforts
- Build an understanding of the Project
- Be Project liaisons

## Role

- Regular Attendance
- Disseminate Accurate Information
- Provide honest and timely feedback
- Work collaboratively

## Responsibilities

# Project Updates

**Engineering  
Development  
Status**



**Public  
Outreach  
Program**

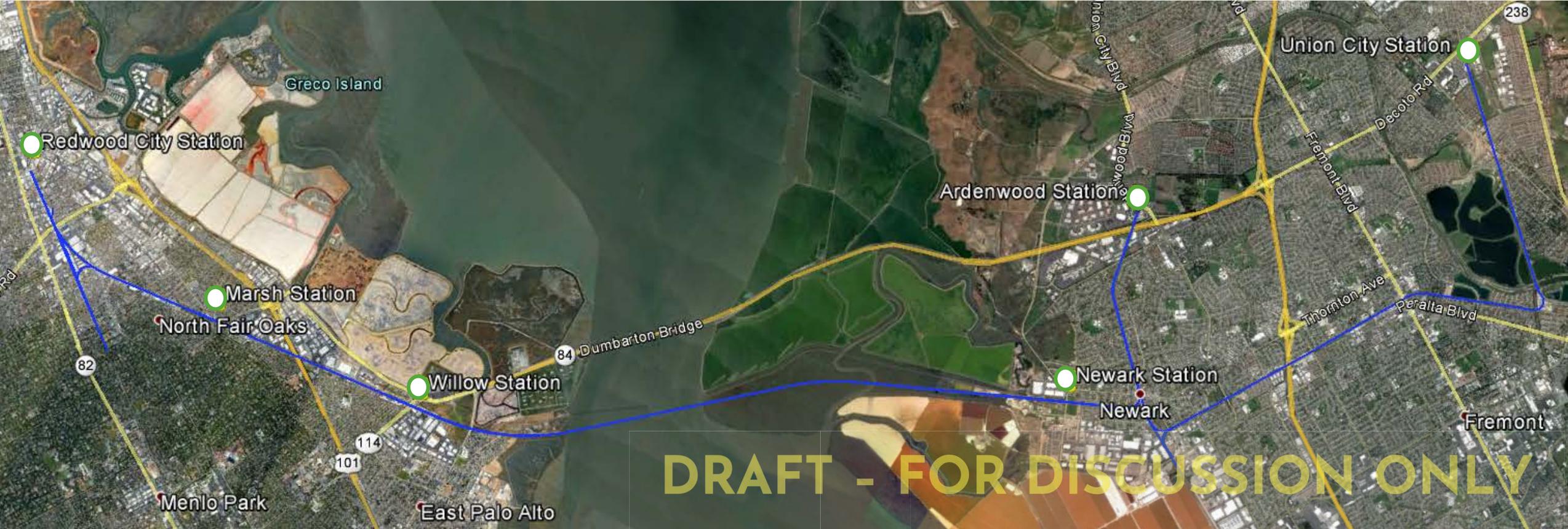
**Environmental  
Process**

# Engineering Update

1. Project Alignment
2. Potential Station Sites, Maintenance Facility Sites, Bike Paths
3. Coordination with Redwood City, Menlo Park, Newark, Fremont, Union City Public Works/Transportation



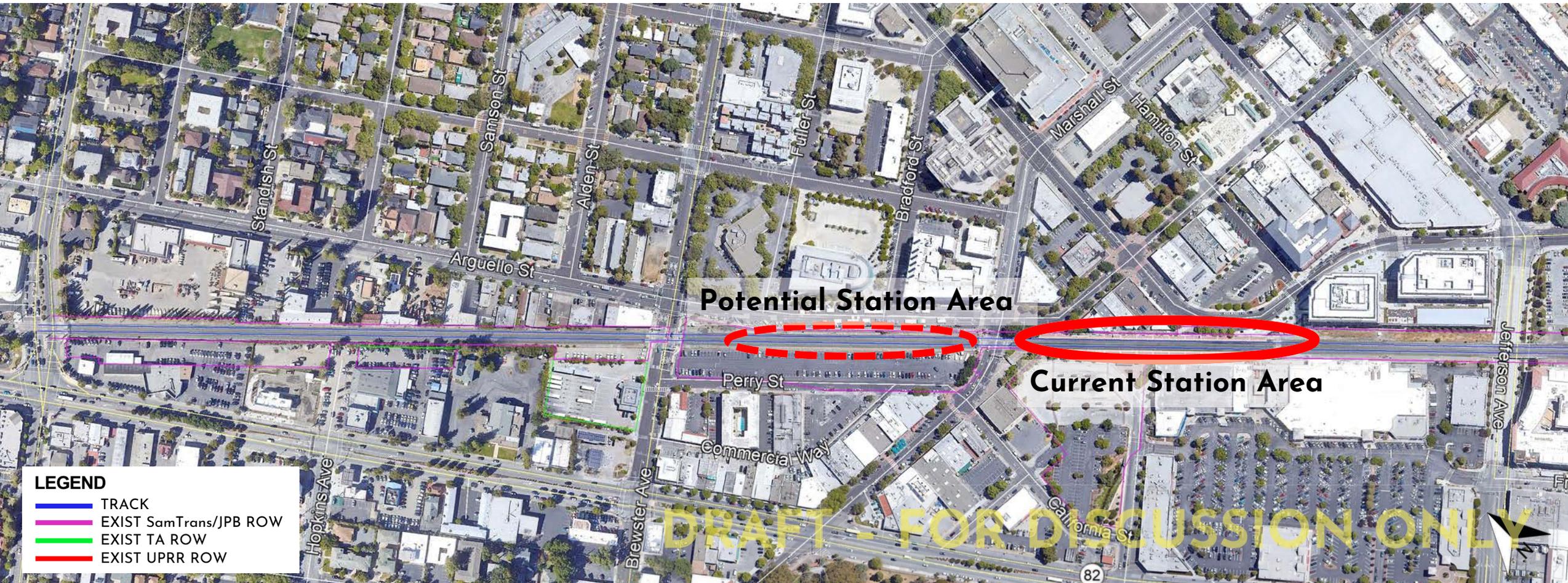
# Overall / Anticipated Project Alignment



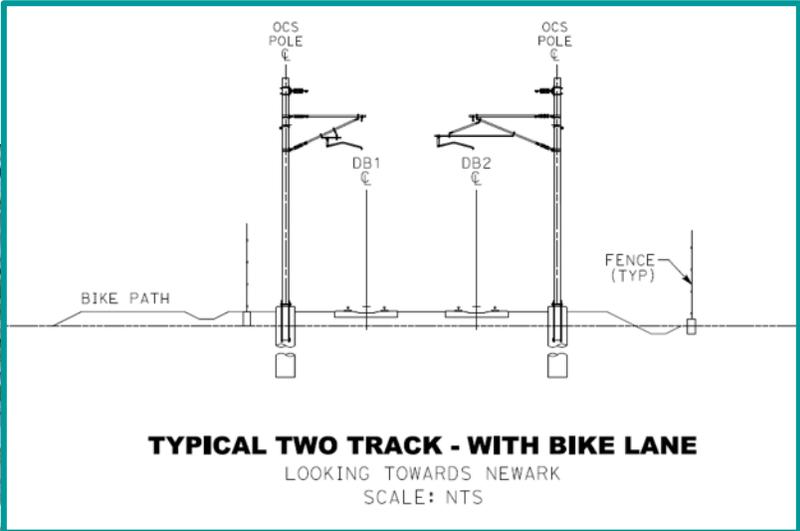
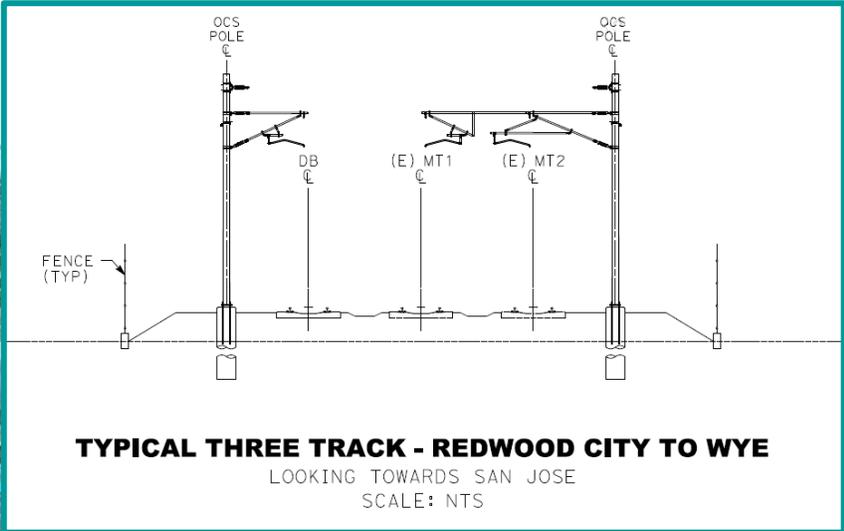
**DRAFT - FOR DISCUSSION ONLY**

# Potential Redwood City Station Site

- Coordinate design with Caltrain Business Plan and local area developments



# South of Jefferson Street to Marsh Road



**LEGEND**

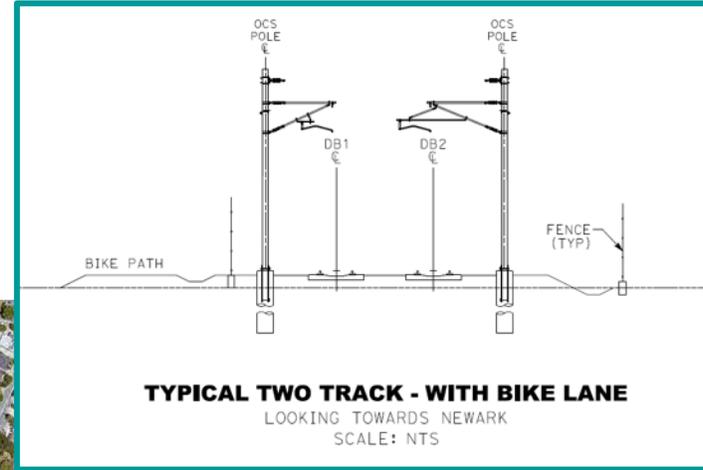
- TRACK
- EXIST SamTrans/JPB ROW
- EXIST TA ROW
- EXIST UPRR ROW
- ▤▤▤▤ PLATFORM
- EXIST BICYCLE PATH
- - - - PROPOSED BICYCLE PATH
- NEW DEVELOPMENT

**DRAFT - FOR DISCUSSION ONLY**

**Marsh Station Site**

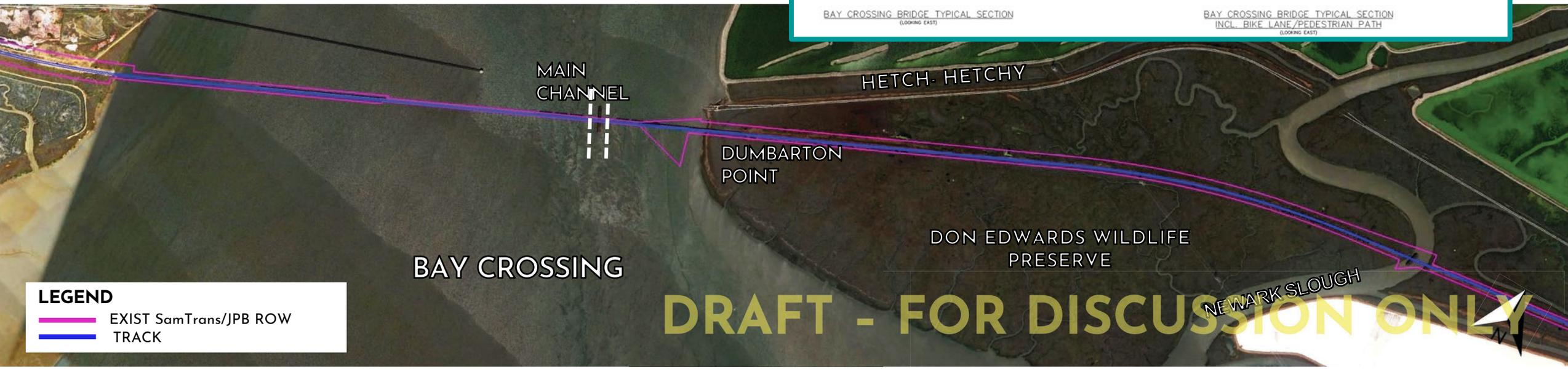
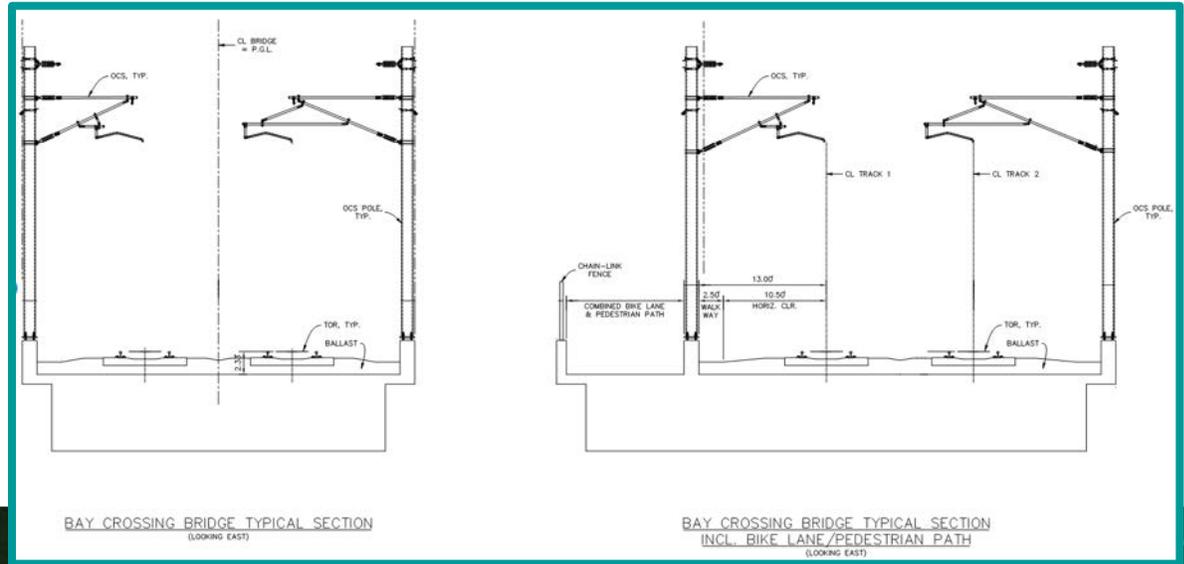
# Marsh Road to Menlo Park

- Optional Marsh Station Site
- Potential Willow Station Site
- Potential Bike Path



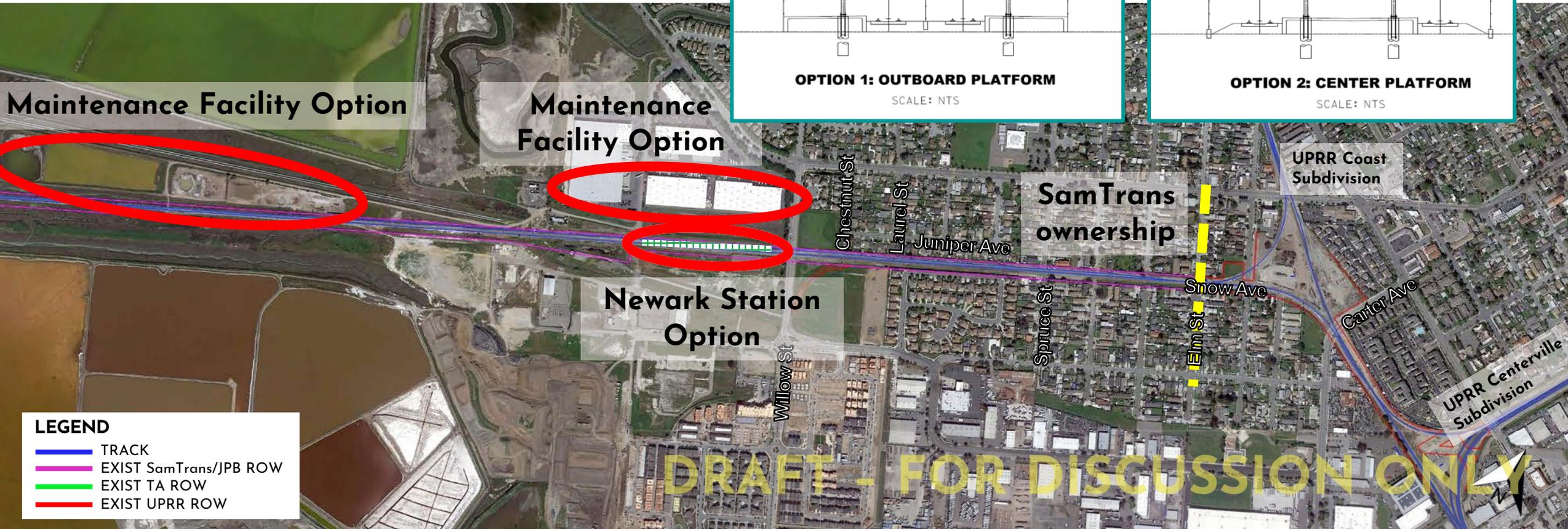
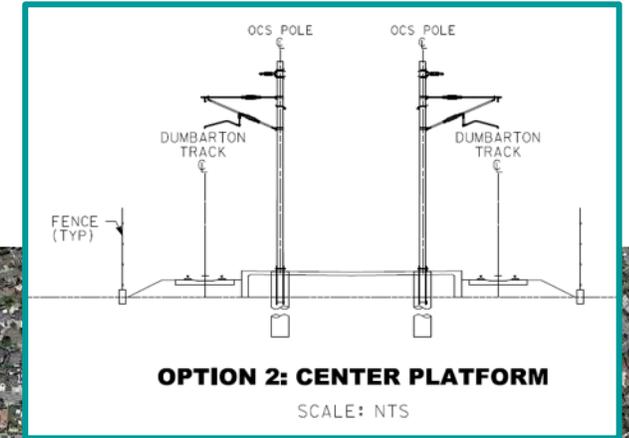
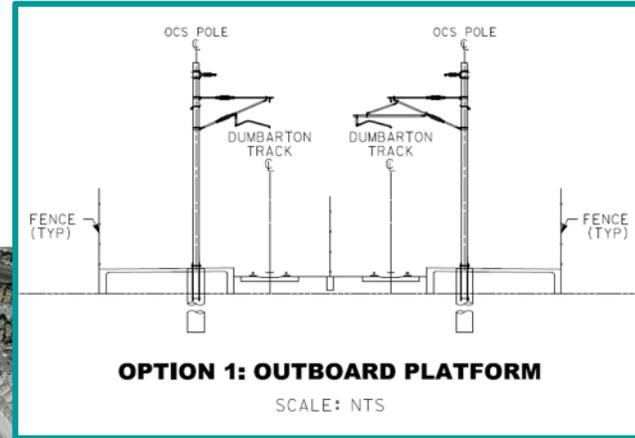
# Bay Crossing

- Don Edwards Wildlife Preserve
- Newark Slough
- Dumbarton Point



# Newark

- Potential Newark Station and Maintenance Facility Sites



**LEGEND**

- TRACK
- EXIST SamTrans/JPB ROW
- EXIST TA ROW
- EXIST UPRR ROW

# Key Environmental Topics

- Biological and Wetland Resources
- Noise and Vibration
- Air Quality
- Historic Resources/Section 4(f)
- Hydrology/Water Quality
- Transportation
- Sea-Level Rise



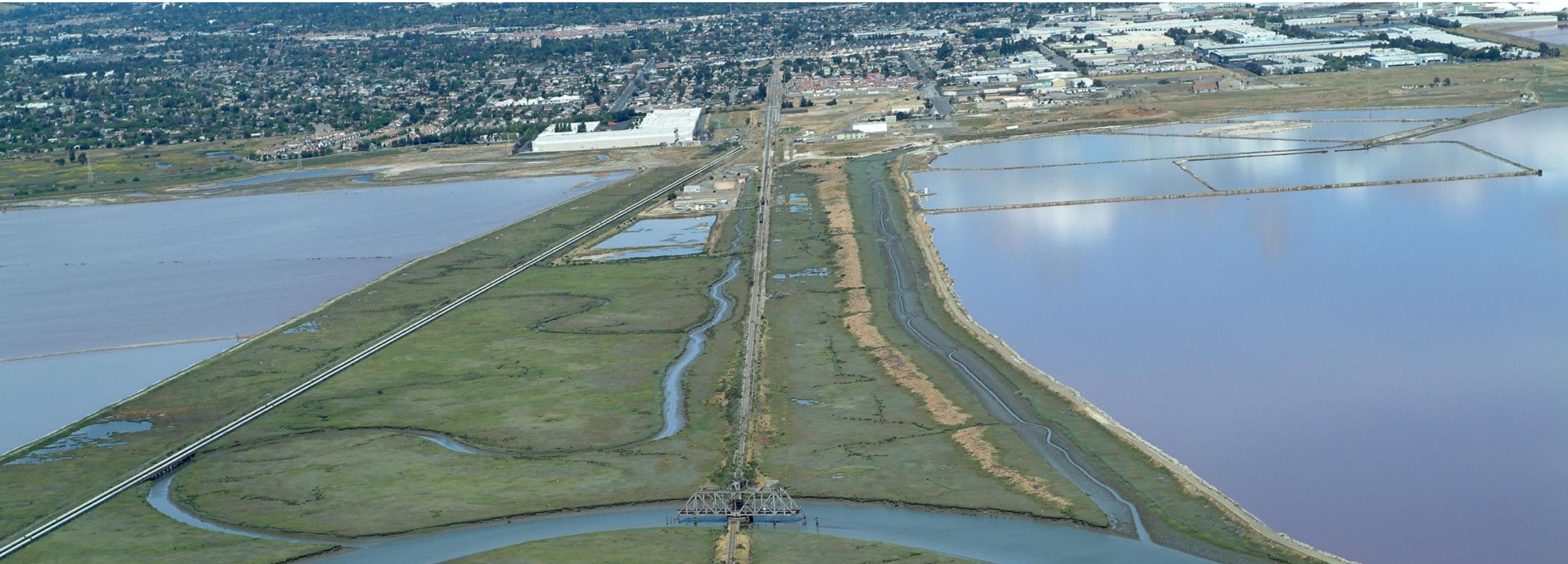
# Strategies for a Successful Process

- Action Plan (60-90 day)
- Federal/State/Regional/Local Agency Partnership
- Initiate Early Actions
- Full Spectrum Approach

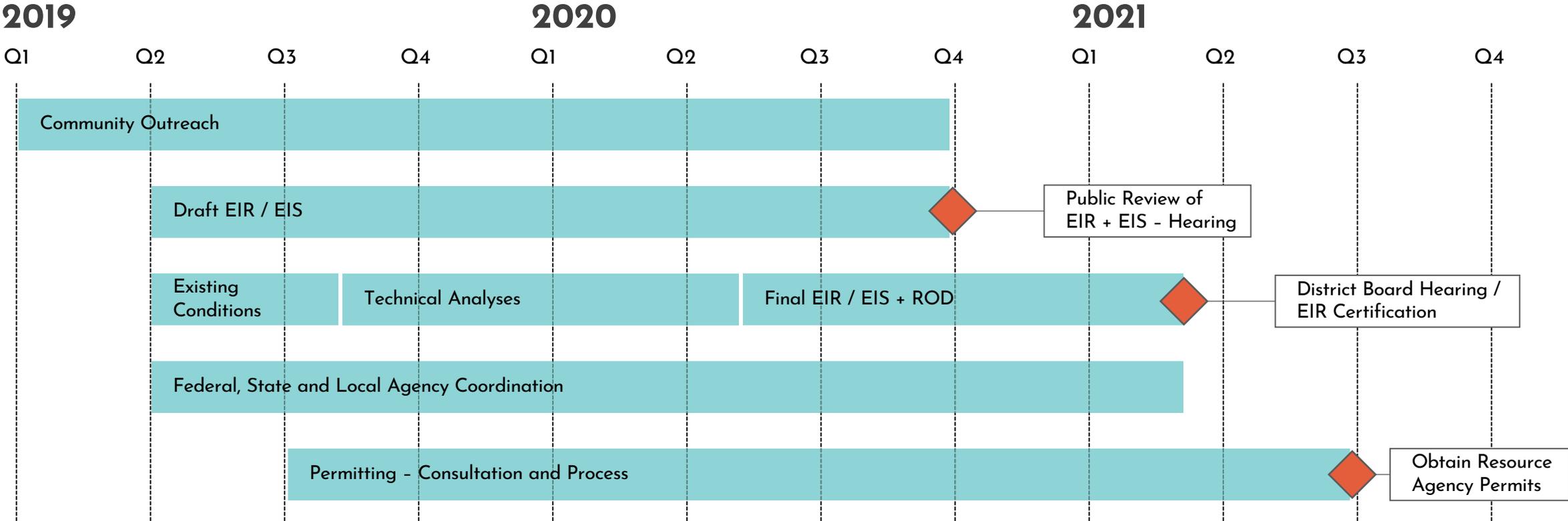


# Permitting Support

- Anticipated Permitting Agencies
- Permitting Schedule



# Environmental Process Timeline



**KEY**

- EIR Environmental Impact Report
- EIS Environmental Impact Statement
- ROD Record of Decision
- Milestone

Note: All dates are approximate and subject to change

# Transportation

- **Ridership forecasts** will consider different alignment and station options
- **Traffic analysis** to focus on:
  - Vehicle Miles Travelled (VMT) effects
  - Station areas and street grade crossing locations
- **Multimodal analysis:** corridor transit connections, pedestrian and bicycle conditions



# Public Outreach



Robust engagement in Peninsula and East Bay communities:

- Public Intro meetings
- Multiple communications channels/mechanisms for input
- Public scoping meetings in person/online
- Please help us spread the word!

For more info: [www.crossbaytransit.com](http://www.crossbaytransit.com)

# Introductory Meetings: Recap

**Four introductory public meetings** were held in late February and early March in the Peninsula and East Bay:

- Newark
- Redwood City
- Fremont
- Menlo Park

## Purpose

- Provide an overview of the project
- Introduce the recently formed partnership

**Approximately 400 attendees**



# Community Feedback

## Key Themes

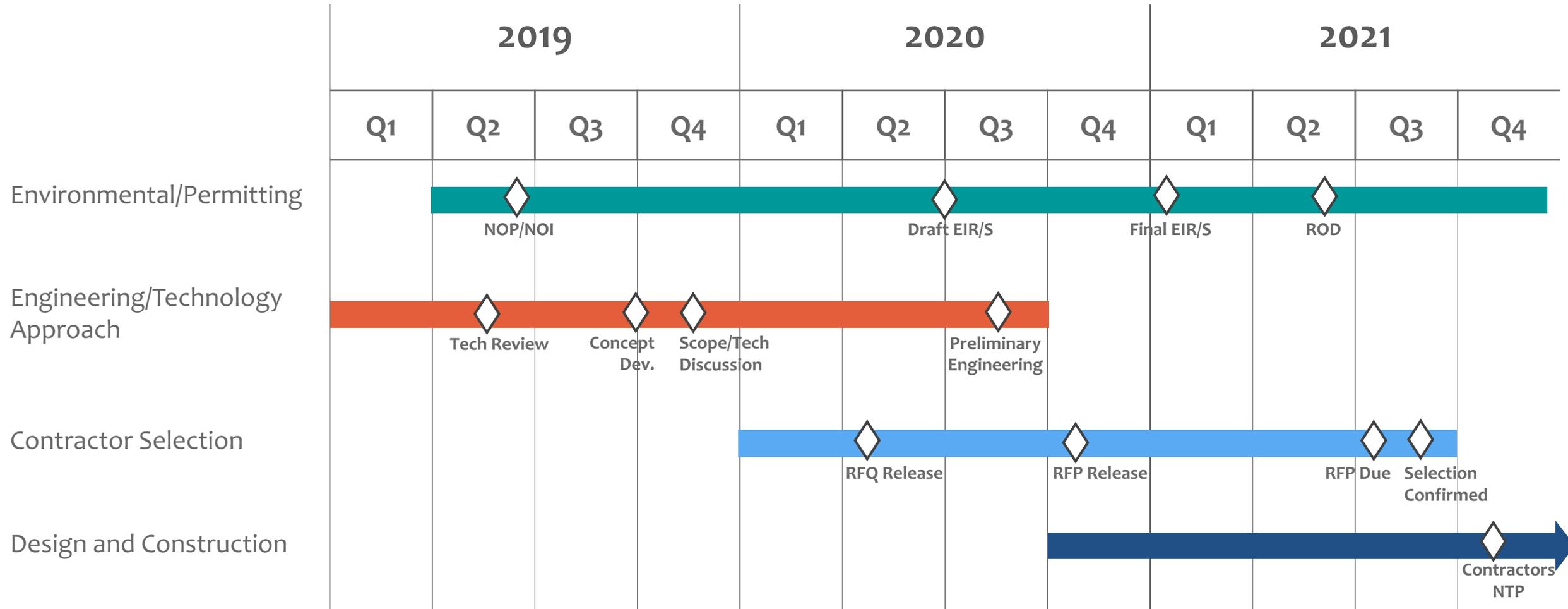
Overall, feedback from the community was generally neutral to positive - with an expressed desire to proceed with the project.

- Alternative Bus Options
- Bicycle Infrastructure
- Communities as “Pass-Through”
- EIR and Environmental Concerns
- Grade Separation
- Project Costs and Allocation of Funds
- Regional and Local Connectivity
- Train Infrastructure
- Train Station Options
- Train Technology
- Transit Oriented Development
- Noise and Vibration



# Project Schedule

# Project Timeline





# Questions/ Comments