



JPB Work Program – Legislative – Planning (WPLP) Committee Meeting  
Meeting of October 28, 2020

**#6. ATHERTON STATION CLOSURE PACKET**

# Subject

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**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: JPB Work Program – Legislative – Planning (WPLP) Committee Meeting

THROUGH: Jim Hartnett  
Executive Director

FROM: Michelle Bouchard  
Chief Operating Officer, Rail

SUBJECT: **APPROVAL OF THE CLOSURE OF ATHERTON STATION AND RELATED ELIMINATION OF WEEKEND SERVICE AT THE STATION; EXECUTION OF RELATED AGREEMENTS WITH TOWN OF ATHERTON; ADOPTION OF ASSOCIATED ADDENDUM TO THE FINAL PCEP EIR; AND APPROVAL OF TITLE VI EQUITY ANALYSIS**

**ACTION**

Staff Coordinating Council recommends the Board:

1. Approve the closure of and eliminate Caltrain service at Atherton Station, contingent upon completion of the Federal Transit Administration's re-evaluation of the Peninsula Corridor Electrification Project (PCEP) under the National Environmental Policy Act (NEPA);
2. Authorize the Executive Director, or designee, to execute a Memorandum of Understanding and a Maintenance and Use Agreement with the Town of Atherton (Town);
3. Approve an Addendum to the Peninsula Corridor Electrification Project (PCEP) Environmental Impact Report (EIR), which finds that there would be no new significant impacts and no substantially more severe impacts based on the closing the Atherton Station and removing station improvements, compared to the proposed continued and expanded use of the Atherton Station as contemplated in the PCEP EIR approved in 2015;
4. Accept the associated Title VI Equity Analysis, which finds that the proposed closure of Atherton Station and related elimination of weekend service at the station does not result in a disparate impact or disproportionate burden on minority or low-income passengers, respectively; and
5. Authorize the Executive Director, or designee, to execute any other documents and take any other actions necessary to give effect to the above-stated actions.

## **SIGNIFICANCE**

In late 2019, Peninsula Corridor Joint Powers Board (JPB) staff and representatives of the Town of Atherton (Town) initiated discussions concerning the potential closure of Atherton station as it would provide significant benefits to the both the Town and Caltrain service. Benefits include:

- Providing Caltrain with the opportunity to re-allocate service to adjacent stations where denser land uses and improved travel times will generate more ridership and provide a broader benefit to the public, potentially increasing daily ridership by 300-500 passengers.
- Cost savings associated with eliminating operations and maintenance of the station.
- Obviating the need for a costly station rebuild to remove the holdout rule, previously estimated to cost over \$30 million.
- Reduced noise and improved safety.
- Better integration of the excess station property into the Town's Civic Center redevelopment project now under construction.

In January 2020, the Atherton City Council preliminarily approved the closure of Atherton Station subject to the JPB and the Town entering into a Memorandum of Understanding (MOU). Following the Council's action, JPB staff initiated the process to potentially close the station. Actions included working with Town staff to develop an MOU and associated Maintenance and Use Agreement (MUA), conducting the necessary environmental review related to the station closure, and completing a Title VI Equity Analysis.

Following nearly another year of cooperative efforts between the JPB and the Town, the Atherton City Council took action on October 26 to authorize execution of the MOU that identifies actions and commitments by the JPB and the Town to ensure the permanent closure of the station in a manner that is mutually satisfactory to both parties. Actions identified in the proposed MOU include:

- The JPB's closure of the Atherton Station, including related legal and environmental compliance.
- The JPB making near-term station area modifications supporting the closure, including removal of the center boarding platform and construction of a fence separating the operating right-of-way from the rest of the station property.
- Execution of the MUA between the JPB and the Town regarding the station property located outside the active rail corridor. The Town will assume maintenance responsibility for the identified Maintenance and Use Area and the JPB will permit construction and maintenance of the improvements outlined in the MOU.
- The JPB will secure funding from the San Mateo County Transportation Authority (SMCTA) or other grant sources to support, and the JPB and Town will conduct, the following activities:

- the JPB's installation of a new four-quadrant gate ("quad gate") at the Watkins Avenue grade crossing to improve crossing safety
- the JPB's procurement and installation of permanent fencing to separate the Town Civic Center from the operating rail corridor
- the Town's development and implementation of an initial plan for site improvements in the Maintenance and Use Area, including landscaping, screening improvements and potential modifications to the Station Building to integrate the station building into the Town Center
- the study and implementation of an active transportation route from the Atherton Town Center to the Menlo Park Caltrain Station
- the evaluation of available JPB right-of-way that can be used to support the active transportation route, in a manner consistent with JPB's existing property use policies.

The funding and implementation schedule for the above actions are outlined in the MOU, and funding for the Station Area Site Improvements and Access Improvements may be utilized by the Town for either purpose.

#### Addendum to the Final PCEP EIR (Attachment A)

The JPB certified the PCEP EIR on January 8, 2015. Currently the Atherton Station only receives weekend service, however, the Final EIR included a project description with restoration of weekday service at the Atherton Station after electrification.

Under the California Environmental Quality Act (CEQA), an addendum to an EIR is needed if minor technical changes or modifications to a proposed project occur. An addendum is appropriate only if these minor technical changes or modifications do not result in any new significant impacts or a substantial increase in the severity of previously identified significant impacts. As such, the attached addendum to the PCEP Final EIR has been prepared and concludes that there would be no new significant impacts and no substantially more severe impacts based on the impacts of closing the Atherton Station and removing station improvements compared to the proposed continued and expanded use of the Atherton Station in the 2015 PCEP Final EIR.

#### Title VI Equity Analysis (Attachment B)

Before adopting the proposed station closure, the Board is required to consider the attached equity analysis and elimination of weekend service at the Atherton Station would be a Major Service Change under the JPB's Title VI Policies. This analysis is consistent with policies adopted by the Board to comply with Title VI of the Civil Rights Act of 1964.

The Title VI Equity Analysis:

- Identifies the Atherton Station closure as a Major Service Change that requires a service equity analysis as defined by the JPB's Title VI Program,
- Analyzes the Atherton Station closure proposal on a system-wide level to determine whether the impacts would result in disparate treatment among protected classes,

- Uses the Title VI policies and analysis thresholds that were adopted by the JPB in 2019,
- Is based on the 2018 American Community Survey information due to the small sample size in the 2019 Caltrain triennial survey and COVID-19 change in ridership levels,
- Disaggregates data by income and ethnicity to meet the requirements of federal Title VI guidance,
- Identifies the purposes and adverse effects of the proposed Atherton Station closure,
- Summarizes public engagement related to consideration of the Atherton Station closure proposal, and concludes that the Atherton Station closure proposal does not present disparate impacts on minority riders or disproportionate burdens on low-income riders

### **BUDGET IMPACT**

The initial costs of demobilizing the station and installing temporary fencing will be paid out of the JPB's Fiscal Year 2021 Operating Budget as these actions are needed for and benefit the system as a whole and can be accomplished by TASI within the approved budget.

Other major costs of the proposed actions, which are expected to total \$6.2 million, will be funded by a combination of San Mateo County Transportation Authority funds and grant sources.

### **BACKGROUND**

The JPB suspended regular weekday Caltrain service to Atherton Station in 2005. At that time, average weekday ridership was approximately 122 passengers per day. Caltrain currently provides limited, weekend-only service to the Atherton Station, with trains in each direction stopping every 90 minutes. Before the COVID-19 pandemic and related shelter-in-place orders, the Atherton Station was used by approximately 114 riders per average weekend day.

The Atherton Station has an older, narrow "center-boarding" configuration that requires pedestrians to cross the tracks to access the boarding platform. This substandard configuration limits train operations through the station, as trains operating in one direction must "hold out" while a train operating in the other direction is boarding. Most "hold out rule" stations on the corridor have now been rebuilt. Atherton, along with Broadway and College Park, is one of the few remaining stations with this configuration still in place. As Caltrain service increases post-electrification, the need for trains to "hold out" will create an operational bottleneck that will increasingly constrain the overall system.

Subsequent to the suspension of weekday service to the station in 2005, the JPB made a policy commitment to restore regular weekday service to Atherton Station following the electrification of the corridor. This commitment was documented in the 2015

Environmental Impact Report (EIR) for the Peninsula Corridor Electrification Project (PCEP).

In late 2019, Caltrain staff and representatives of the Town initiated discussions concerning the potential closure of the station, resulting in a preliminary agreement.

In a January 8, 2020 letter to the Town Manager, the JPB's Executive Director requested the Town's support for the full closure of the Atherton Caltrain station.

The Atherton City Council considered and preliminarily approved the request at its January 15, 2020 meeting, subject to the JPB and the Town entering into a Memorandum of Understanding.

Prepared by: David Pape, Principal Planner, Caltrain Planning

650.418.6025

**RESOLUTION NO. 2020 –**

**BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD  
STATE OF CALIFORNIA**

\* \* \*

**APPROVING CLOSURE OF THE ATHERTON STATION AND RESULTING MAJOR SERVICE CHANGE, APPROVING THE ASSOCIATED TITLE VI ANALYSIS, AUTHORIZING AGREEMENTS WITH THE TOWN OF ATHERTON, AND APPROVING ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PENINSULA CORRIDOR ELECTRIFICATION PROJECT TO REFLECT THE CLOSURE OF THE STATION AND RELATED SERVICE CHANGE**

**WHEREAS**, staff has proposed the Peninsula Corridor Joint Powers Board (JPB) Board of Directors (Board) close and eliminate Caltrain service at the Atherton Station, contingent upon completion of the Federal Transit Administration's (FTA) re-evaluation of the Peninsula Corridor Electrification Project (PCEP) under the National Environmental Policy Act (NEPA); and

**WHEREAS**, Caltrain currently provides weekend-only service at the Atherton Station, with trains in each direction stopping every 90 minutes on both Saturdays and Sundays; and

**WHEREAS**, closure of the Atherton Station will allow the JPB to reallocate service to adjacent stations, e.g., Menlo Park and Redwood City, where denser land uses and improved travel times will generate more ridership and provide a broader benefit to the public, potentially increasing ridership each weekend day by 300-500 passengers (based on pre-COVID-19-pandemic estimates); and

**WHEREAS**, closure of the station also would allow the JPB to realize operations and maintenance savings, obviate the need for a costly station upgrade to remove the holdout rule resulting from the station's center boarding platform, reduce noise and improve safety in the station area, and provide an opportunity for the Town of Atherton

(Town) to better integrate the excess station property into its Civic Center redevelopment project now under construction; and

**WHEREAS**, the Board of Directors held a duly noticed public hearing on elimination of Atherton Station service at its September 3, 2020 meeting, and engaged in public outreach around the service change over the past 10 months; and

**WHEREAS**, on October 26, 2020, the Atherton City Council authorized execution of a Memorandum of Understanding with the JPB under which:

- the JPB will close the Atherton Station;
- the JPB will make station area modifications supporting the closure, including removal of the center boarding platform and construction of a fence separating the operating right-of-way from the rest of the Atherton Station property;
- the JPB and the Town will execute a Maintenance and Use Agreement, under which the Town will assume maintenance responsibility for an identified Maintenance and Use Area located outside the active rail corridor, and the JPB will permit construction and maintenance of the improvements outlined in the MOU;
- the JPB will install a new four-quadrant gate at the Watkins Avenue grade crossing to improve crossing safety;
- the JPB will provide funding toward the development and implementation of an initial plan by the Town to provide site improvements in the Maintenance and Use Area;
- the JPB will provide funding toward the study and implementation of an active transportation route from the Atherton Town Center to the Menlo Park Caltrain Station, and will evaluate available JPB right-of-way that can be used to support the



active transportation route, in a manner consistent with JPB's existing property use policies; and

**WHEREAS**, on April 4, 2013, by Resolution No. 2013-21, the Board adopted a Major Service Change Policy for the Caltrain system, which sets the thresholds for when a proposed service change must be preceded by a service equity analysis and public engagement process; and

**WHEREAS**, the elimination of weekend service at Atherton Station meets the Major Service Change Policy threshold, and therefore required public outreach, a public hearing, and completion of an equity analysis; and

**WHEREAS**, the equity analysis must comply with Title VI of the Civil Rights Act of 1964 and implementing regulations, including Federal Transit Administration Circular 4702.1B, and assess whether the change will result in disparate impacts on minority populations or disproportionate burdens on low-income populations; and

**WHEREAS**, on April 4, 2013, by Resolution No. 2013-21, the Board adopted Disparate Impact and Disproportionate Burden Policies to set thresholds for when fare or major service changes are deemed to have disparate or disproportionate effects on minority or low-income populations; and

**WHEREAS**, staff has prepared and presented to the Board a Title VI Equity Analysis that assesses the potential effects of the elimination of weekend service at Atherton Station, concluding it will not disparately impact minority passengers nor impose a disproportionate burden on low-income passengers; and

**WHEREAS**, on January 8, 2015, pursuant to Resolution No. 2015-03, the JPB certified the Final Environmental Impact Report (FEIR) for the PCEP and, pursuant to Resolution No. 2015-04, the JPB approved the PCEP and adopted California Environmental Quality

Act (CEQA) findings of fact, a statement of overriding considerations, and a mitigation monitoring and reporting plan; and

**WHEREAS**, the weekend service changes will present no environmental effects that would exceed those considered in the FEIR; and

**WHEREAS**, Staff Coordinating Council recommends that the Board of Directors take the actions necessary to close the Atherton Caltrain Station, including eliminating weekend Caltrain service at the Atherton Station, executing related agreements with the Town of Atherton, and amending PCEP environmental documents.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby:

1. Finds pursuant to Title VI of the Civil Rights Act of 1964 that the proposed elimination of service at Atherton Station will not have a disparate impact on minority populations nor impose a disproportionate burden on low-income populations;
2. Approves the Title VI Equity Analysis attached as Attachment B and incorporated by this reference;
3. Approves an Addendum to the Peninsula Corridor Electrification Project Environmental Impact Report, as set forth in Attachment A, which finds that there would be no new significant impacts and no substantially more severe impacts based on closing the Atherton Station and removing station improvements, compared to the proposed continued and expanded use of the Atherton Station as contemplated in the Peninsula Corridor Electrification Project Environmental Impact Report approved in 2015;

4. Approves the closure of the Atherton Station and discontinuation of Caltrain service at the station, contingent upon receiving notice that the Federal Transit Administration has completed a re-evaluation of the PCEP under the National Environmental Policy Act;
5. Authorizes the Executive Director, or designee, to execute a Memorandum of Understanding and a Maintenance and Use Agreement with the Town of Atherton as described above; and
6. Authorizes the Executive Director, or designee, to execute any other documents and take any other actions necessary to give effect to this resolution.

Regularly passed and adopted this 5<sup>th</sup> day of November, 2020 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, Peninsula Corridor Joint Powers  
Board

ATTEST:

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JPB Secretary

# Attachment A

## Peninsula Corridor Electrification Project Addendum to the Final Environmental Impact Report Closure of Atherton Station

Prepared by ICF for the Peninsula Corridor Joint Powers Board, August 2020

The Peninsula Corridor Joint Powers Board (JPB or Caltrain) certified the Peninsula Corridor Electrification Project (PCEP) Environmental Impact Report (EIR) on January 8, 2015.

Since certification of the Final EIR, the JPB has proposed to close the Atherton Station. At present, the Atherton Station only has weekend service; no trains stop at the Atherton Station on weekdays. The Final EIR project description includes restoration of weekday service. The JPB now proposes to close the Atherton Station instead.

Under the California Environmental Quality Act (CEQA), an addendum to an EIR is needed if minor technical changes or modifications to a proposed project occur (CEQA Guidelines Section 15164). An addendum is appropriate only if these minor technical changes or modifications do not result in any new significant impacts or a substantial increase in the severity of previously identified significant impacts. An addendum does not need to be circulated for public review (CEQA Guidelines Section 15164(c)).

This addendum to the PCEP Final EIR (State Clearinghouse No. 2013012079) has been prepared in accordance with CEQA Guidelines Section 15164. As discussed below, this addendum concludes that there would be no new significant impacts and no substantially more severe impacts based on the impacts of closing the Atherton Station and removing station improvements compared to the proposed continued and expanded use of the Atherton Station in 2015 EIR.

### 1. Existing Atherton Station

The existing Atherton Station in Atherton receives train service only on the weekends and operates under a Hold Out Rule, which is described below.

The existing station has a center platform that serves the northbound tracks. The platform center is approximately 16-ft wide and is located between the tracks, as the two mainline tracks are approximately 26-ft apart (on-center).

Because of the center platform, the Hold Out Rule is in effect at the station meaning that if a train is stopped for passengers, an approaching train in the opposite direction on the other track must wait outside the station. The resulting operational delays, along with low ridership, are the main reasons that Atherton became a weekend-only station in 2005.

Currently, 12 northbound and 12 southbound trains (for a total of 24) stop at the station on Saturdays. On Sundays, 10 northbound and 10 southbound trains (for a total of 20) stop at the station.

At the time of suspension in 2005, average weekday ridership was 122 passengers per day. Approximately 114 riders use the Atherton Station at present on an average weekend day.<sup>1</sup>

The existing station includes a center platform and a platform on the west side of the tracks, lights, a passenger shelter, benches, public address system, schedule message board, bike lockers and bike racks.

At present, train horns are sounded on approach to the station, which is required by California Public Utilities Commission (CPUC) and Caltrain operating rules. Train horns are not sounded at the Fair Oaks Lane at-grade crossing because it is located within a quiet zone the Town adopted pursuant to regulations adopted by the Federal Railroad Administration (FRA). The Town installed four quad gates at the crossing as part of the process involved in applying for quiet zone for the FRA.

## **2. Proposed Closure of the Atherton Station**

The following changes are proposed as part of the closure.

### **2.1 Physical Removal of Center Platform and Other Improvements**

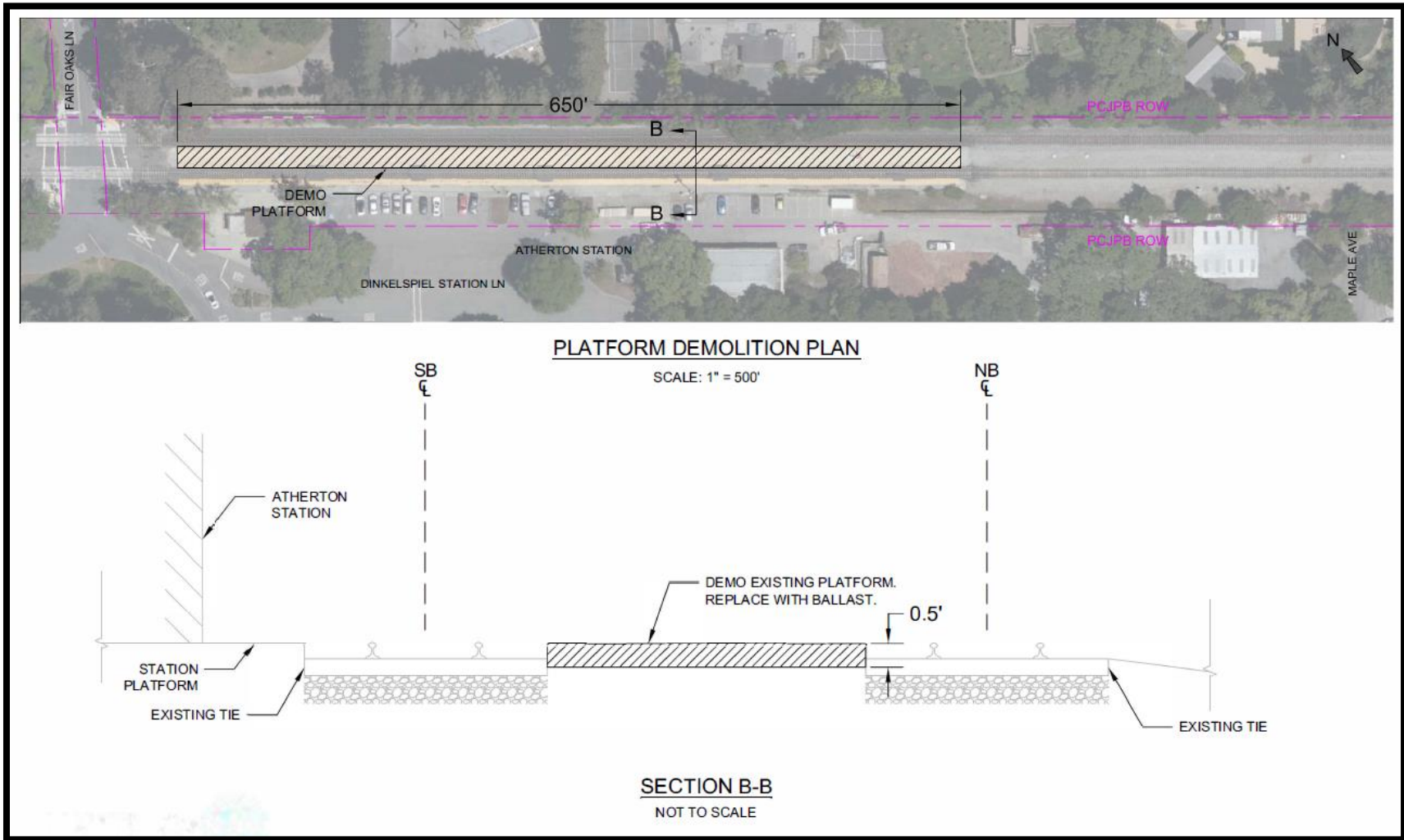
The following physical changes will occur.

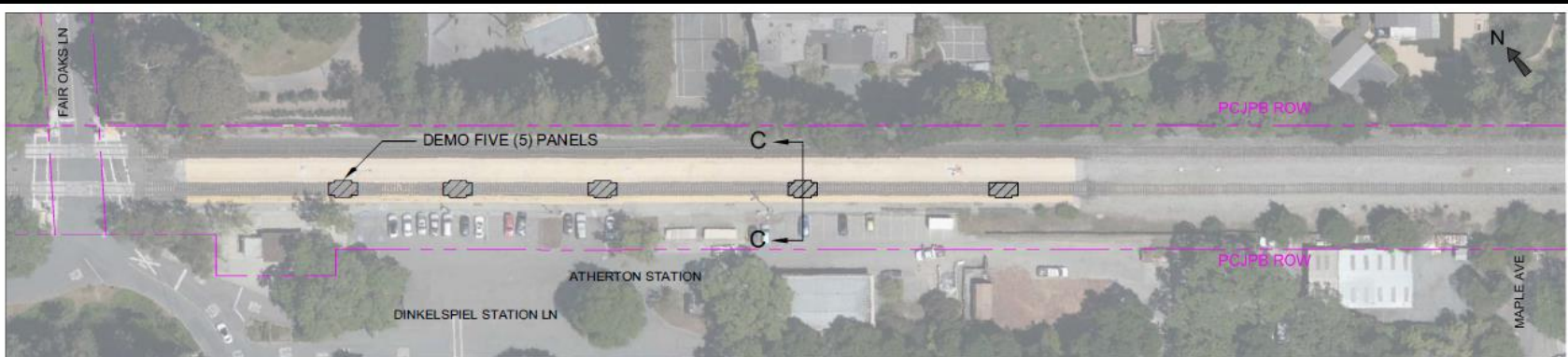
#### **Platform Removal**

The center concrete platform and crossing panels that measure approximately 16-ft wide, 650-ft long will be demolished and removed to its entirety and be replaced with rail ballast in compliance with Caltrain Track Standards. The platform west of the southbound tracks will remain. In addition, the five (5) concrete crossing panels will also be demolished and removed to its entirety and be replaced with rail ballast in compliance with Caltrain Track Standards.

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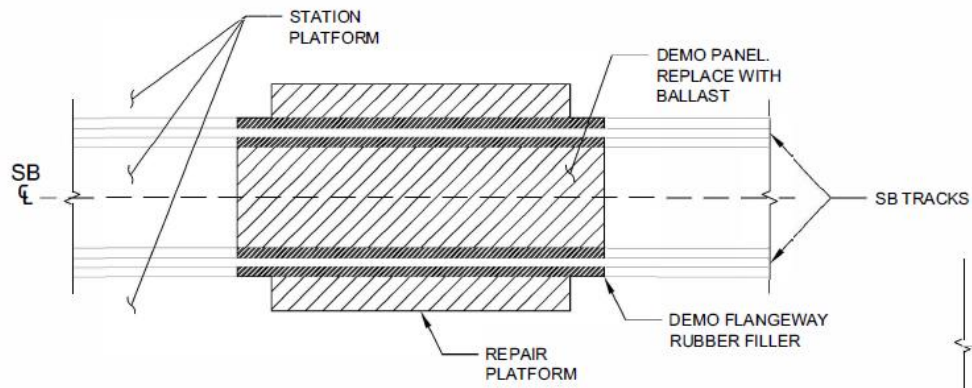
<sup>1</sup> By comparison, Atherton's neighboring stations (Redwood City to the north and Menlo Park to the south), average 4,220 and 1,639 boardings respectively per weekday and 523 and 435 boardings per average weekend day.



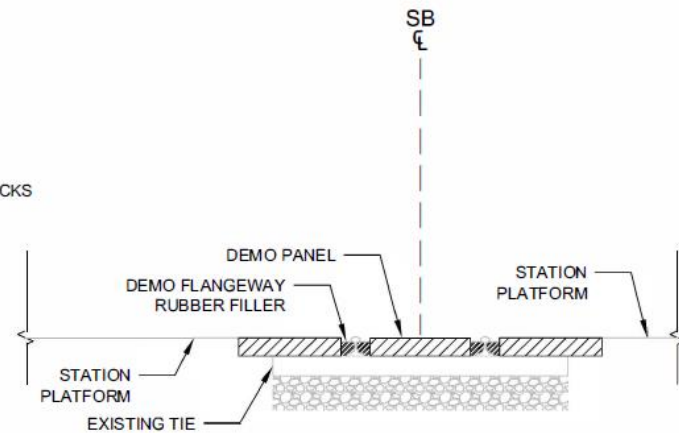


**CONCRETE CROSSING PANEL  
DEMOLITION PLAN**

SCALE: 1" = 500'



**PANEL DEMOLITION  
DETAIL**  
NOT TO SCALE



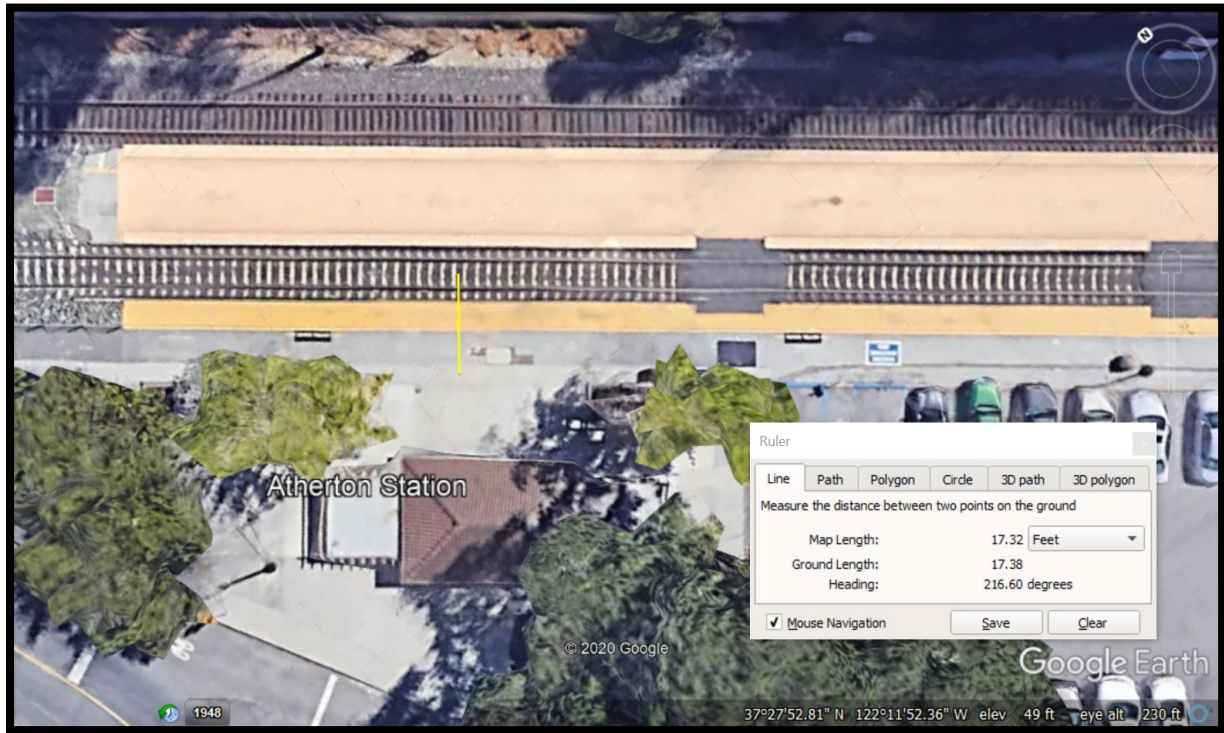
**SECTION C-C**  
NOT TO SCALE

## Station Facilities

The following facilities will be removed at the station

- Ticket vending machine, Clipper card machine and information panels
- Bike lockers
- Public Announcement (PA) System

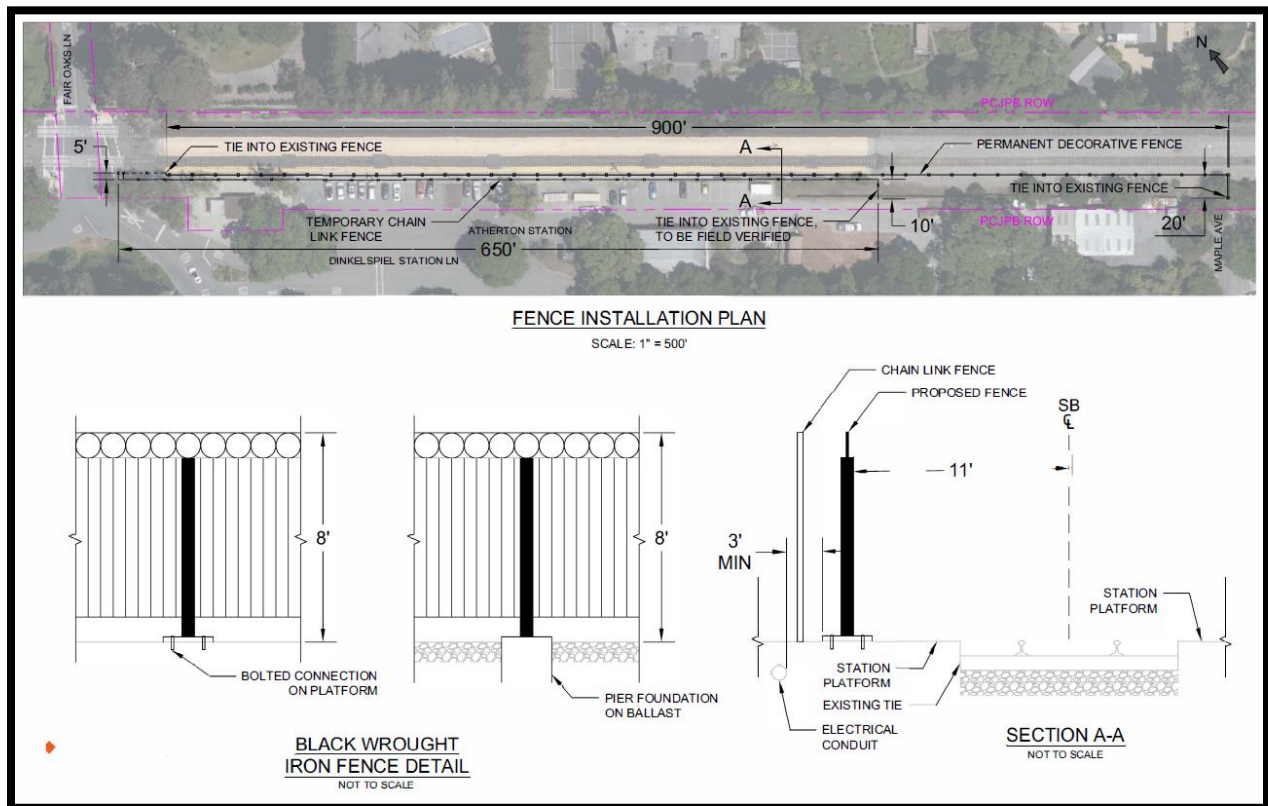
No other modifications are presumed as part of the station closure at this time.





## Fencing

Fencing will be installed approximately 11-ft away from the centerline west of the southbound track (MT2) and extend approximately 900-ft and approximately 8-ft in height to delineate the railroad tracks and the station. The proposed barrier fence would include a wrought iron design in front of and extends south and north of the station structure which will provide a compatible visual character relative to the station character. Additional vegetation and landscaping may also be installed separately by the Town of Atherton but is not presumed in this addendum.



## Signals

Due to the station's proximity to Fair Oaks Lane and Watkins Avenue at-grade crossings, there are signals associated with the station. Adjacent existing control point and at-grade crossing signals would need to remain in service.

## Construction Activity

The removal of the center platform and other station improvements noted above, and the installation of fencing would include the use of standard construction equipment. Construction would occur during weekday daytime hours, wherever feasible. However, given the center platform is located between the operating tracks, it is likely that center platform removal may need to occur during the weekend and/or at nights during the week to avoid disruption to Caltrain service. The removal of the center platform is estimated to take 180 days.

## 2.2 Cessation of Caltrain Service at the Atherton Station

The lower density, residential character of the land uses around the Atherton station suggest that the station is unlikely to generate significant future ridership, even with restored weekday service. Closure of the Atherton station would allow Caltrain to reallocate service that would have been provided to Atherton to nearby stations where denser land uses will generate more ridership and provide a broader benefit to the public

In addition, if the original proposal to restore weekday service at the Atherton were to occur, there would be delays to through service due to implementation of the mandatory Hold Out Rule. With the removal of the Atherton Station center platform and closure of the Atherton Station, Caltrain service will avoid the delays due to the Hold Out Rule.

The exact location of additional service stops is not known at this time and would be part of service schedule development when the electrification project commences operation. However, the effect of the closure of the Atherton Station was analyzed to see what the effect on ridership would be. For the sake of the analysis, the additional stops were placed at the California Avenue Station in Palo Alto.

Table 1 shows the changes from this analysis of weekday ridership at Redwood City, Atherton, and Menlo Park and for the system overall. The results show that in 2020 approximately 250 of the Atherton riders would utilize the nearby Redwood City and Menlo Park stations; the remaining 30 are assumed to not use Caltrain. In 2040, approximately 350 of the Atherton riders would utilize the nearby Redwood City and Menlo Park stations; the remaining 80 are assumed to not use Caltrain. However, due to the additional stops at higher ridership stations and higher efficiency through avoidance of Hold Out Rule delays, system ridership would result in a system increase in riders that more than compensates for the loss of a some local riders due to the closure of the Atherton Station.

**Table 1: Weekday Ridership Changes with and without Atherton Station Closure**

Scenario	Redwood City	Atherton	Menlo Park	Systemwide Weekday
2019 Existing	4,220	0	1,640	63,600
2020 PCEP EIR	3,180	280	1,520	67,730
2020 PCEP EIR without Atherton	3,320	0	1,630	68,060
2040 PCEP EIR	5,670	430	2,140	109,590
2040 PCEP EIR without Atherton	5,840	0	2,310	109,890

Source: Fehr & Peers, 2020

While not quantitatively analyzed, the weekend ridership is expected to have similar effects of Atherton Station users primarily using Redwood City and Menlo Park stations and overall system ridership being either the same as or slightly higher than with the Atherton Station due to greater system efficiency.

## **2.3 Potential Future Extension of Quiet Zone to Watkins Ave.**

It is possible that the existing “quiet zone” at the Fair Oaks Lane railroad crossing may be extended by the Town of Atherton to include the railroad crossing at Watkins Ave. Per Federal Railroad Administration (FRA) regulations, only a local city can create a quiet zone; railroad (including Caltrain) cannot implement a quiet zone. If the physical safety improvements necessary for a quiet zone are implemented, and the quiet zone conforms to FRA requirements, then train horns would not be required to be routinely sounded on approach to the Watkins Avenue or Fair Oaks Lane at-grade crossings (due to the closure of the Atherton Station and the removal of the pedestrian crossings at that station, train horns will not need to be sounded at the station). The physical improvements that may be necessary (such as four quad gates, median channelization, or other improvements) to extend a quiet zone to Watkins Avenue and any operational changes in train horn sounding relative to Watkins Avenue are not included in the project description for this addendum and are presumed to be implemented separately if they are done.

## **3. Environmental Review**

### **3.1 Aesthetics**

#### **Environmental Setting**

The aesthetic setting of the railroad corridor in Atherton and Atherton Station is characterized by the spacious homes and mature landscaping in the neighborhood to the north and south of the station. The station consists of the depot, a parking area with mature trees, and passenger platform. The Atherton depot reflects the high visual quality of the surrounding residential area. Existing residences are adjacent the Caltrain ROW, although backyard fences and mature vegetation currently obscure most views of the corridor. As discussed in Section 3.4, Cultural Resources, the Atherton Station is a historic train station.

#### **Environmental Impact Analysis**

The physical improvements associated with station closure would not require any removal of mature vegetation and would not remove any elements contributing to the high visual quality of the station area or surrounding areas. The removal of the ticket vending machine, informational panels, and bike lockers will remove modern elements that are not consistent with the historic depot structure and their removal would slightly improve the station aesthetics. The proposed barrier fence would include a wrought iron design in front of and extends south and north of the station structure that will measure approximately 900 feet long and 8 feet in height, which will provide a compatible visual character relative to the station character. Additional vegetation and landscaping may also be installed separately by the Town of Atherton but is not presumed in this addendum.

The proposed station closure would not result in new significant impacts or a substantial increase in the severity of impacts regarding aesthetics compared to that disclosed in the Final EIR.

## 3.2 Air Quality

### Environmental Setting

The nearest sensitive receptors are residences located approximately 60 to 80 feet east of the center platform.

### Environmental Impact Analysis

#### Construction

The removal of the center platform, the vending machine, informational panels, bike lockers and the construction of the new fence would require standard construction equipment but would not require use of any equipment not already in use for the PCEP overall. The removal of the vending machine, informational panels, bike lockers and the construction of the new fence would require minimal equipment operations and thus minimal additional emissions. The removal of the center platform would involve the use of jackhammers, concrete saws, excavators and haul trucks to remove the debris and this equipment and vehicles would result in a limited increase in emissions overall for the PCEP. **PCEP EIR Mitigation Measures AQ-2a, AQ-2b, and AQ-2c** would apply to reduce construction impacts regarding criteria pollutants and toxic air contaminants (TACs) by requiring Bay Area Air Quality Management District (BAAQMD) BMPs and equipment requirements to reduce construction-related dust, reactive organic gasses (ROG), and NOx emissions. With the implementation of these measures, the impact determinations for construction identified in the Final EIR would not change.

#### Operations

As noted above, the station closure would increase overall system ridership which will increase the amount of reduced vehicle miles traveled and associated emission reductions compared to that discussed in the Final EIR. Train operations would also be more efficient with the elimination of the Hold Out Rule, which will lower electricity consumption and associated power plant emissions compared to that discussed in the Final EIR. Overall, the operational air quality benefits of the PCEP will increase.

#### Conclusion

The proposed station closure would not result in new significant impacts or a substantial increase in the severity of impacts regarding air quality and would increase operational air quality benefits compared to that disclosed in the Final EIR.

## 3.3 Biological Resources

### Environmental Setting

The only biological resources in the vicinity of the station closure actions are several trees west of the tracks.

### Environmental Impact Analysis

No trees will be removed due to station removal activities.

The proposed station closure would not result in new significant impacts or a substantial increase in the severity of impacts regarding biological resources compared to those disclosed in the Final EIR.

## **3.4 Cultural Resources**

### **Environmental Setting**

The Atherton Station (MP 27.80) was built in 1913. The station was evaluated in 1983 as likely eligible as a contributor to a historic district, should one be identified. The station reflects the high architectural quality of the spacious contemporary homes on large lots surrounding it. Consequently, it is considered eligible under Criterion 3/C for its architectural quality, despite the 1954 additions that are reversible and do not detract from its original design. The historic station structure is located east of the tracks.

### **Environmental Impact Analysis**

The proposed closure of the Atherton station would include removal of the center platform, removal of the vending machine, informational panels and the bike locker, and installation of a fence. No modifications to the historic station structure itself would occur as part of the station closure activities listed above. The removal of the vending machine, informational panels, and bike locker would remove elements that contrast with the historic appearance of the station structure.

While the center platform would be removed, the station would remain adjacent to the operating railroad tracks which will retain the context and association of railroad operations consistent with historic railroad operations. The fence will not block the visual association of the station with railroad operations. The proposed barrier fence would include a wrought iron design in front of and extends south and north of the station structure that measure approximately 900 feet long and 8 feet in height, which will provide a compatible visual character relative to the station character. Additional vegetation and landscaping may also be installed separately by the Town of Atherton but is not presumed in this addendum. Closure of the station and the associated physical modifications would have no adverse impact on the attributes that make the Atherton Station appear to meet the criteria for listing in the NRHP and CRHR, and the station itself would not be directly affected.

At the Millbrae Station, the historic depot structure is located south of the current operating Caltrain/BART Station and that structure remains an eligible historic resource even though it is no longer used as a railroad station and even though that structure was actually relocated from its original location. The Atherton Station structure would remain at its original location and orientation to the tracks unlike the Millbrae historic station structures, which reinforces the conclusion above that the Atherton Station will retain its attributes that make the station eligible for listing in the NRHP and CRHR.

## **3.5 EMI/EMF**

The proposed station closure would not change the location of the PCEP overhead contact system (OCS) and would not change the generation of electromagnetic fields or potential electromagnetic interference associated with train and OCS operations.

The proposed station closure would not result in new significant impacts or a substantial increase in the severity of impacts regarding EMI/EMF compared to those disclosed in the Final EIR.

### **3.6 Geology, Soils, Seismicity**

The proposed station closure would include removal of the center platform and other minor improvements at the station. No major excavation is included in the closure actions. While soil will be disturbed during platform removal, all construction would adhere to National Pollutant Discharge Elimination System (NPDES) requirements under the Construction General Permit (CGP). The CGP requires development of a Stormwater Pollution Prevention Plan (SWPPP, see description in the EIR, Section 3.9, Hydrology and Water Quality) which would prevent any substantial soil erosion.

The proposed station does not include the construction of any buildings and thus there are no concerns regarding expansive soils, seismicity, or liquefaction.

The proposed station closure would not result in new significant impacts or a substantial increase in the severity of impacts regarding geology, soils, and seismicity that were analyzed in the Final EIR.

### **3.7 Greenhouse Gas Emissions**

The removal of the center platform, the vending machine, informational panels, bike lockers and the construction of the new fence would require standard construction equipment but would not require use of any equipment not already in use for the PCEP overall. The removal of the vending machine, informational panels, bike lockers and the construction of the new fence would require minimal equipment operations and thus minimal additional greenhouse gas (GHG) emissions. The removal of the center platform would involve the use of jackhammers, concrete saws, excavators and haul trucks to remove the debris and this equipment and vehicles would result in a limited increase in GHG emissions overall for the PCEP.

As noted above, the station closure would increase overall system ridership which will increase the amount of reduced vehicle miles traveled and associated GHG emission reductions compared to that discussed in the Final EIR. Train operations would also be more efficient with the elimination of the Hold Out Rule, which will lower electricity consumption and associated power plant GHG emissions compared to that discussed in the Final EIR. Overall, the operational GHG emission reduction benefits of the PCEP will increase.

The operational GHG emission reduction benefits will more than compensate for the limited increase in GHG emissions due to construction equipment and vehicles for the removal of certain station facilities.

The proposed station closure would not result in new significant impacts or a substantial increase in the severity of impacts regarding GHG emissions and would increase overall GHG emission reduction benefits compared to that disclosed in the Final EIR.

### **3.8 Hazards and Hazardous Material**

#### **Environmental Setting**

The station is surrounded by residential areas and the town center complex of buildings.

Per the Final EIR, contaminants of concern along the Caltrain ROW due to prior railway operations include arsenic, lead, and total petroleum hydrocarbons.

Based on the search of DTSC's online [EnviroStor database](#) and the SWRCB's online [GeoTracker database](#) (as of June 14, 2020), there are no listings of prior hazardous material release sites at the Atherton Station or the adjacent area.

The search identified a cleanup site located at 1438 El Camino Real, which is approximately 3,800 feet southeast of the project site. A dry-cleaning facility once operated at this site from 1963 to 1976. Investigation has shown the presence of perchloroethylene (PCE) in groundwater, soil and soil gas at the site and the immediate adjacent properties. Further investigation is underway. However, based on distance, this environmental condition does not pose a concern to the station closure site.

The search also identified a former leaking underground storage tank (LUST) site is located approximately 1,700 feet southwest of the Atherton Station. The site has been a residence for the past 50 years and the diesel UST was installed by the property owner as a heating fuel tank. The tank was removed from the property on December 10, 2004 and following its removal, a puddle of fuel was observed in the bottom of the excavation. The listed street address is 36 Winchester Drive; the San Mateo County Health Department determined that no further action was required for this tank in 2005.

The nearest school to the Atherton Station is Garfield Elementary which is over 1,700 feet from the station. The station is not in an area with high potential for wildfire.

## **Environmental Impact Analysis**

The Atherton Station is not a location of known prior hazardous material release or contamination based on database searches. Soils along the railroad tracks may contain legacy contaminants from historical railroad operations. The site does not appear to be an area of high likelihood of contaminated media.

The proposed station closure would include a limited increase in construction activity compared to that disclosed in the Final EIR, but this increase would not substantially change the potential for hazardous material or petroleum spills from construction equipment. Construction will not require substantial soil excavation or disruption. Construction will follow applicable state and federal requirements for handling hazardous materials and petroleum.

No impacts related to hazardous materials and schools would occur because there are no schools close to the project site. No impacts related to wildfire would occur because the project is in a developed area that does not have a high potential for wildfire.

The change in Caltrain operations would not change any hazardous material use or conditions relative to that disclosed in the Final EIR.

The impact determinations identified in the Final EIR would not change. The proposed station closure would not result in new significant impacts or a substantial increase in the severity of impacts regarding hazards and hazardous materials that were analyzed in the Final EIR.

## **3.9 Hydrology and Water Quality**

### **Environmental Setting**

The Atherton Station site does not contain waters or wetlands on-site or adjacent to the work area and the work areas are located outside the 100-year floodplain.

## **Environmental Impact Analysis**

Construction would have similar effects to those disclosed in the EIR. Construction activities would adhere to National Pollutant Discharge Elimination System (NPDES) requirements under the Construction General Permit (CGP). As described in the EIR, the project would comply with the municipal stormwater requirements, good housekeeping practices, and related requirements.

The proposed station closure would remove existing impervious space associated with the center platform. This will lower the amount of new impervious space associated with the PCEP overall and will allow for additional potential infiltration.

The proposed station closure activities would not be located within the 100-year floodplain and thus would not redirect or impede flood flows. Because excavation associated with center platform will be shallow, groundwater is not expected to be encountered during construction.

Caltrain operations would not change in any way relative to hydrology and water quality.

The impact determinations identified in the Final EIR would not change. The proposed station closure would not result in new significant impacts or a substantial increase in the severity of impacts regarding hydrology and water quality that were analyzed in the Final EIR.

## **3.10 Land Use and Recreation**

### **Environmental Setting**

The Atherton Station is adjacent to residences on the east and the Atherton Civic Center on the west. There are no recreational facilities within the project area.

### **Environmental Impact Analysis**

The only new site improvement would be a safety fence along the southbound track to reduce the potential for people to wander onto the tracks. This fence will be compatible with the adjacent Atherton Civic Center which is currently undergoing a major renovation.

With removal of the station, trains will no longer be required to sound horns when transiting through the station. This will reduce noise for adjacent homes and the Civic Center users, which will be a benefit.

The impact determinations identified in the Final EIR would not change.

The proposed station closure would not result in new significant impacts or a substantial increase in the severity of impacts regarding land use and recreation that were analyzed in the Final EIR.

## **3.11 Noise and Vibration**

There nearest sensitive receptors are residences located approximately 60 to 80 feet east of the center platform.

### **Environmental Impact Analysis**

#### **Construction**



The removal of the center platform, the vending machine, informational panels, bike lockers and the construction of the new fence would require typical construction equipment.

The removal of the vending machine, informational panels, bike lockers and the construction of the new fence would require minimal equipment operations and would generate only minimal noise that would not result in significant noise impacts.

The removal of the center platform would involve the use of jackhammers, concrete saws, excavators and haul trucks to remove the debris which will result in noise during center platform removal. Noise levels associated with typical construction equipment is described in Table 3.11-7 in the Final EIR. Concrete saws ([90 DBA @ 50 feet](#)) and jackhammers ([89 DBA @ 50 feet](#)) would likely be the noisiest equipment used and are one to two decibels louder than the loudest equipment listed in Table 3.11-7.

Mitigation Measure NOI-1a from the EIR will apply to construction activities and requires implementation of a construction noise control plan that includes a community liaison program, use of newer equipment, construction methods near methods to reduce noise, deliveries of materials and equipment prioritized for daytime use, control of idling equipment where feasible, temporary noise barriers where feasible, avoidance of construction adjacent to residential areas in evening, nighttime, weekend, and holiday hours where feasible, and noise monitoring.

As the Final EIR described, although the measures specified in Mitigation Measure NOI-1a would generally reduce the construction noise levels, the measures would not necessarily guarantee that sensitive residential receptors would not be exposed to noise levels exceeding the 80 dBA limit during the day or the 70 dBA limit at night. In specific, given the active railroad, it is possible that center platform removal may have to be conducted on weekends or at night to avoid disruption of passenger rail operations and to complete the project on schedule. The other station work (fencing, removal of other improvements) can be conducted during the day during the week, but platform removal likely cannot be completed during daytime during weekdays only because the platform is in the middle of the active tracks.

The Final EIR disclosed that “Construction-related noise would be short-term and would cease after the construction is completed. Still, even with mitigation, the impact of temporary construction-related noise on nearby noise sensitive receptors would remain a significant and unavoidable impact, in particular where heavy construction would occur immediately adjacent to residences and where construction would occur at night near residences.” Because the Final EIR disclosed the potential for a short-term temporary significant noise impact, the addition of the proposed station closure construction activity to the PCEP would not result in identification of a new significant noise impact. In addition, although there would be an increase in the short-term temporary noise impact at this one location, because the construction activity is limited in scale and duration, for the project as a whole, the addition of the proposed station closure to the PCEP would not result in substantial increase in the severity of the impact disclosed in the Final EIR.

## **Operations**

As noted above, the station closure would eliminate the requirement for trains to sound their horns coming through the station. This will lower train noise for adjacent residents and for Civic Center users. As the PCEP proposes an increase from 92 to 112 trains per day the lowering of sounding or horns will be a notable reduction in operational noise adjacent to the station.

## **Conclusion**

The proposed station closure would not result in new significant impacts or a substantial increase in the severity of impacts regarding noise and vibration and would result in lower operational noise impacts compared to that disclosed in the Final EIR.

## **3.12 Population and Housing**

The proposed station closure would not displace any houses and thus would have no effect on population. Construction employment would likely be drawn from workers already resident in the Bay Area. If workers are drawn from outside the area, there could be a minor increase in population and housing demand during construction, but this would not be expected to result in any housing displacement.

The impact determinations identified in the Final EIR would not change. The proposed station closure would not result in new significant impacts or a substantial increase in the severity of impacts regarding population and house that were analyzed in the Final EIR.

## **3.13 Public Services, Utilities, and Energy**

Construction would not increase demand for public services. Unexpected utility service interruptions will be avoided during construction through standard utility avoidance practices. Construction will require a slight increase in energy consumption, but not in any substantial way that would change energy consumption overall or would result in significant impacts.

Caltrain system operational demand for public service or utilities would be unchanged. As noted above, the station closure would increase overall system ridership which will increase the amount of reduced vehicle miles traveled and association vehicle fuel consumptions compared to that discussed in the Final EIR. Train operations would also be more efficient with the elimination of the Hold Out Rule, which will lower electricity consumption compared to that disclosed in the Final EIR. The proposed station closure would lower the operational energy consumption relative to that disclosed in the Final EIR and the operational energy consumption reduction would more than offset the slight increase in construction energy use.

The proposed station closure would not result in new significant impacts or a substantial increase in the severity of impacts regarding public services and utilities and would lower energy use compared to that disclosed in the Final EIR.

## **3.14 Transportation**

### **Environmental Setting**

Access to the Atherton Station is via Fair Oaks Lane from El Camino.

### **Environmental Impact Analysis**

Impacts to transportation during construction would be like those described in the Final EIR. Delivery of equipment and worker commutes will temporarily contribute to overall traffic along the adjacent roadways, some of which experience rush hour congestion. Construction will not require any road

closures. **PCEP EIR Mitigation Measure TRA-1** (Implement Construction Road Traffic Control Plan) would apply to all construction activities. Due to the limited amount of additional construction traffic, there would be no substantial change in construction period effects. In addition, as discussed below, traffic delay is no longer considered a significant impact under CEQA, and thus even if construction traffic were higher than disclosed in the Final EIR, this would not be relevant to the CEQA determination of impacts.

As noted above, the station closure would increase overall system ridership which will increase the amount of reduced vehicle miles traveled compared to that discussed in the Final EIR. Thus, the station closure will have no significant impact related to VMT and would have a VMT benefit.

Operationally, the station closure will reduce localized traffic around the Atherton Station and approaches and increase traffic around the Redwood City and Menlo Park stations as well as at the station or stations that receive additional services stops. The Final EIR disclosed significant traffic delay impacts (measured in terms of level of service – LOS) at intersections near the Redwood City and Menlo Park stations due to a combination of station traffic and increased gate-down times at nearby at-grade crossings. However, traffic delay (measured by LOS) is no longer considered a significant impact under CEQA. In December 2018, updated CEQA guidelines specified that measures of traffic delay or congestion (such as LOS) are no longer appropriate to determine transportation impacts under CEQA per the requirements of Senate Bill 743. Thus, even if the displacement of ridership from the Atherton Station to nearby stations or the increase of ridership at other Caltrain system stations as a result of increased service stops elsewhere were to worsen traffic delays, this would not be a significant impacts under CEQA. Thus, there is no need for analysis of the potential for such traffic impacts to determine whether or not they would actually be worse than disclosed in the Final EIR.

The proposed station closure would not result in new significant impacts or a substantial increase in the severity of impacts (as defined by current CEQA guidelines) regarding transportation that were analyzed in the Final EIR.

### **3.15 Cumulative**

No new or substantially more severe impacts were identified with implementation of the proposed station closure compared to the impacts disclosed in the Final EIR. Therefore, changes in cumulative impacts are not expected. The impact determinations identified in the Final EIR would not change.

### **3.16 Alternatives**

No new or substantially more severe impacts were identified with implementation of proposed station closure compared to the impacts disclosed in the certified EIR. Therefore, analysis of additional alternatives is not warranted.

## **4. Conclusion**

This addendum analyzes the proposed closure of the Atherton Station and compares the potential environmental impacts to the analysis in the 2015 Final EIR on continued and expanded Atherton Station service. This analysis was completed to determine the requirement for further environmental

documentation pursuant to the State CEQA Guidelines sections 15162, 15163 and 15164. This analysis has identified no new or substantially more severe impacts compared with those identified and evaluated in the 2015 Final EIR. Mitigation measures identified in the 2015 Final EIR would be applied to construction actions associated with station closure, as relevant, to reduce or avoid significant impacts. With the application of these previously identified mitigation measures, no new significant impacts or substantial increases in the severity of previously identified impacts requiring revisions to the 2015 Final EIR would occur. No new mitigation measures are required for the adoption and implementation of the station closure.

**PENINSULA CORRIDOR JOINT POWERS BOARD**



Title VI Equity Analysis  
Closure of Atherton Station – FY2021  
October 2020

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# **ATTACHMENTS**

ATTACHMENT 1 - CALTRAIN SYSTEM MAP

ATTACHMENT 2 – BOARD APPROVAL OF MAJOR SERVICE CHANGE, DISPARATE IMPACT AND DISPROPORTIONATE BURDEN POLICIES

ATTACHMENT 3 – SERVICE AREA DEMOGRAPHICS

ATTACHMENT 4 – LETTER FROM JPB TO ATHERTON CITY COUNCIL

ATTACHMENT 5 – PUBLIC NOTICES FOR PUBLIC HEARINGS ON WEBSITE AND PRINTED MEDIA

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ATTACHMENT 9 – STATION POSTING OF ANNOUNCEMENT

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ATTACHMENT 11 – WEBSITE AND EMAIL COMMENTS

ATTACHMENT 12 – SUMMARY OF COMMENTS FROM VIRTUAL PUBLIC MEETING

ATTACHMENT 13 – PUBLIC HEARING COMMENTS AND BOARD CORRESPONDENCE

# Proposed Closure of Atherton Station

## Title VI Equity Analysis

### PURPOSE AND EXECUTIVE SUMMARY

Title VI of the Civil Rights Act of 1964 (42 U.S.C. §§ 2000d et seq.) (Title VI) mandates that “no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The Peninsula Corridor Joint Powers Board (JPB) has committed to complying with the Federal Transit Administration (FTA) Title VI objectives set forth in Circular 4702.1B, which implements Title VI, ensuring that FTA-assisted benefits and related services are made available and are equitably distributed without regard to race, color, or national origin.

This Title VI Equity Analysis, which has been prepared in conformity with Chapter IV of the FTA’s Circular 4702.1B, evaluates whether the closure of Caltrain's Atherton Stations and resulting weekend service changes, which are consistent with proposed agreements between the Town of Atherton (the Town) and the JPB, would result in any potentially discriminatory effects for minority or low-income populations. If approved, the station closure is estimated to commence on November 5, 2020 with an estimated completion date of February 1, 2021.

The proposed changes would permanently end Caltrain service to Atherton Station, which provided limited, weekend-only service every 90 minutes prior to the COVID-19 pandemic. Approximately 114 riders utilized the station per average weekend day prior to the pandemic, whereas Atherton’s neighboring stations (Redwood City to the north and Menlo Park to the south) averaged 4,220 and 1,639 weekday boardings, respectively, and 523 and 435 boardings per weekend day.

Applying the JPB’s Title VI policies, this analysis confirms that the closure of Atherton Station and resulting Caltrain service changes **will not have a disparate impact on minority riders nor impose a disproportionate burden on low-income riders.**



# BACKGROUND

## CALTRAIN OVERVIEW

The JPB operates Caltrain, which provides commuter rail service between Santa Clara, San Mateo, and San Francisco Counties. The service area – extending from Gilroy in the south to San Francisco in the north – is geographically and ethnically diverse, containing both dense urban cores and suburban landscape with residents from an array of different backgrounds. These factors make the Caltrain service area unique. To serve the region in Fiscal Year 2020 (before the COVID-19 pandemic), Caltrain operated 92 weekday trains, 36 Saturday trains, and 32 Sunday trains carrying approximately 19 million passengers per year. **Attachment 1** provides a copy of the Caltrain Service Map. **Attachment 3** contains combined minority demographic maps where the minority population is broken out by tract group using the U.S. Census Bureau's 2018 American Community Survey (ACS) Data. Minority Census tracts are defined as those in which the minority population exceeds the system-wide minority average of 58%. **Attachment 3** also contains low-income demographic maps where the service area's low-income population is broken out by tract group using ACS data. Low-income tract groups are defined under the JPB's Title VI Program as those in which more than 13.9% of households have incomes under \$25,000.

## JPB TITLE VI POLICIES

As a federal grant recipient, the JPB is required to maintain and provide to the FTA information on its compliance with Title VI regulations. At a minimum, it must conduct periodic compliance assessments to determine whether its services are provided in a nondiscriminatory manner consistent with the law. The JPB performs a self-assessment every three years, and when it undertakes a change in its fares or a significant change in service.

In accordance with FTA Circular 4702.1B, grantees must evaluate all major service changes to determine whether those changes have a discriminatory impact. In the case of a service reduction, a disproportionately high and adverse effect is one that (1) is predominately borne by a minority population and/or low-income population, or (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

To guard against discriminatory impacts in decision-making and establish thresholds for use in equity analyses of service and fare changes, the FTA requires each large public transportation provider's governing board to approve three policies:

- Major Service Change Policy
- Disparate Impact Policy
- Disproportionate Burden Policy

The JPB's Title VI policies follow. Board approval of these policies are evidenced in **Attachment 2**.

### ***MAJOR SERVICE CHANGE POLICY***

All major increases or decreases in transit service or station closures are subject to a Title VI Equity Analysis prior to Board approval of the change. A Title VI Equity Analysis must be 1) completed for every major service change; 2) presented to the JPB Board of Directors for its consideration and 3) included in the JPB's Title VI Program with a record of action taken by the Board.

A Major Service Change is defined by the JPB policy as any service change meeting one or both of the following criteria:

- A reduction or increase of 25 percent or more in total revenue train miles per day for the service day of the week (weekday, Saturday, or Sunday) for which the change is made.
- A greater than 50 percent reduction or increase in the number of stops at a station per day for the service day of the week (weekday, Saturday, or Sunday) for which the change is made. Note: Any temporary or interim change<sup>1</sup> due to construction or maintenance projects is exempted from the definition and is not considered a "major service change."

### **DISPARATE IMPACT POLICY AND DISPROPORTIONATE BURDEN POLICIES**

In the course of performing a Title VI Equity Analysis, the JPB must analyze how a proposed major service change or fare change would impact minority as compared to non-minority populations, and low-income as compared to non-low-income populations. The results of this analysis are then compared with the thresholds in the JPB's Disparate Impact and Disproportionate Burden policies.

### ***DISPARATE IMPACT POLICY***

The JPB established its Disparate Impact threshold at 10 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

In the event the proposed action has a negative impact that affects minorities more than non-minorities with a disparity that exceeds the adopted 10-percent threshold, or that benefits non-minorities more than minorities with a disparity that exceeds the adopted threshold, the JPB

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<sup>1</sup>The FTA applies a 12-month limit to the "temporary" service change exemption in Major Service Change policies

must (a) consider modifying the proposal to eliminate the disparate impact, (b) analyze whether the disparate impact has been eliminated by the modification, and (c) demonstrate (i) a substantial legitimate justification for the proposed change and (ii) that the proposed change is the least discriminatory alternative.

### ***DISPROPORTIONATE BURDEN POLICY***

The JPB established its Disproportionate Burden threshold at 10 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

In the event the proposed action has a negative impact that affects the low-income populations more than non-low-income populations with a disparity that exceeds the adopted threshold, or that benefits non-low-income passengers more than low-income passengers with a disparity that exceeds the adopted threshold, the JPB must take steps to avoid, minimize or mitigate impacts where practicable.

### **PUBLIC ENGAGEMENT ON POLICY DEVELOPMENT**

FTA Circular C 4702.1B requires transit agencies to seek public input before Board adoption of Disparate Impact and Disproportionate Burden policies. JPB staff developed draft policies and requested public input through four community meetings throughout the Caltrain Service area, which spans three counties: San Francisco, San Mateo, and Santa Clara. The JPB requested comments be made through mail, telephone, and dedicated e-mail address ([TitleVI@caltrain.com](mailto:TitleVI@caltrain.com)).

The Title VI community meetings were held at the following times and locations:

**Tuesday, Feb. 12, 2013 - 6:30 p.m. to 8:00 p.m.**

Gilroy Senior Center, Meeting Room  
7371 Hanna St, Gilroy

**Thursday, Feb. 21, 2013 - 10:45 a.m. to 11:30 a.m.**

Second floor auditorium, Caltrain Administrative Offices  
1250 San Carlos Ave, San Carlos

**Tuesday, Feb. 26, 2013 - 5:00 p.m. to 6:30 p.m.**

Bay Area Opera House  
4705 Third St, San Francisco

**Wednesday, Feb. 27, 2013 - 6:30 p.m. to 8:00 p.m.**

Mountain View City Hall, Plaza Conference Room

500 Castro St, Mountain View

The JPB also reached out to the following Community groups and leaders:

### **San Francisco County**

- Asian Pacific American Community Center
- Bayview Hill Neighborhood Association
- Bayview Merchants Association
- Better Bayview
- Brite/4800 Third St Neighbors
- Dogpatch Neighborhood Association
- Hunters Point Shipyard CAC
- India Basin Neighborhood Association
- Potrero Boosters
- Potrero Hill/Dogpatch Merchants Association
- Visitacion Valley Planning Alliance

### **San Mateo County**

- All City Managers
- All Mayors

### **Santa Clara County**

- All City Managers
- All Mayors
- Postings to City Council member Newsletters:
  - Ken Yeager
  - Ash Kalra
- Public Advocates
- Transform
- Urban Habitat

Although there were several outreach methods used, including Caltrain website postings, Take One notices printed in English and Spanish, Visual Message Signs at all Stations, Community Meetings, News Releases, Advertisements in several newspapers, and Social Media postings (in accordance with the Caltrain Title VI Outreach Plan), there was very limited feedback received by meeting attendees or other community members. Staff revised the proposal for its standards and policies and submitted them for Board approval. They were approved April 4, 2013 (refer to **Attachment 3**).

More information regarding Caltrain's Title VI policies and standards can be found here: <http://www.caltrain.com/riderinfo/TitleVI.html>

# JPB TITLE VI SERVICE CHANGE ANALYSIS

## PROPOSED SERVICE CHANGES

Over the last decade (not including the past six months since the beginning of the COVID-19 pandemic), Caltrain has experienced a substantial increase in ridership and anticipates further increases in ridership demand as the Bay Area’s population grows. The Caltrain Modernization Program, scheduled for implementation by 2022, will electrify and upgrade the performance, operating efficiency, capacity, safety and reliability of Caltrain’s commuter rail service. Over the last several years, Caltrain has undertaken significant planning work to consider its long-range future through 2040, and in 2019 the JPB adopted the Caltrain Long Range Service Vision – a blueprint for how the railroad will grow and expand its services for years to come.

In anticipation of a time when rail service is in high demand and rail line capacity is increasingly scarce, the JPB proposes to close Atherton station. The Atherton Station has an older, “center-boarding” configuration that requires pedestrians to cross the tracks to access the boarding platform. This substandard configuration limits train operations through the station, as trains operating in the other direction must “hold out” while a train is boarding. As Caltrain service increases post electrification, the need for trains to “hold out” will create an operational bottleneck that will increasingly constrain the overall system. Beyond the holdout rule, land uses around the Atherton station area are relatively fixed and low density, meaning the prospect of future ridership growth is limited. Providing service to the Atherton station slows the overall runtime of trains and complicates stopping patterns- limiting Caltrain’s ability to expand service at other stations along the line where the potential for future ridership growth is higher.

Closure of Atherton station would provide significant benefits to both the Town and Caltrain. Caltrain could re-allocate service to adjacent stations in Redwood City and Menlo Park where denser land uses and improved travel times (resulting from removal of the “hold out rule) will generate more ridership and provide a broader benefit to the public. Closure of Atherton station would also obviate the need for a costly and disruptive station upgrade to remove the holdout rule, at a cost estimated several years ago at \$30 million. It also allows the Town to integrate the station property into the Civic Center development.

Closure of the station would also would improve safety through more restrictive access to the track and platform. As noted above, the current “center-boarding” configuration requires passengers to cross the tracks to access the boarding platform.

On January 8, 2020, the JPB sent a letter to the Atherton City Manager requesting the Town’s support for the full closure of the Atherton Caltrain station (**Attachment 4**). On January 15, 2020, the Atherton City Council tentatively agreed to accept the permanent closure proposal from JPB, pending negotiation of an associated Memorandum of

Understanding.

Caltrain suspended regular weekday service to Atherton station in 2005. At that time, average weekday ridership was approximately 122 passengers per day. The JPB made a policy commitment to restore regular weekday service to Atherton Station following the electrification of the corridor. This commitment is documented in the 2015 Environmental Impact Report for the Peninsula Corridor Electrification Project. The JPB estimates that the closure of the Atherton Station has the potential of *increasing* daily ridership by 300-500 passengers due to resulting system improvements. The JPB would also realize cost savings associated with operations and maintenance, as well as the elimination of needed station area upgrades (described above and estimated at \$30 million dollars). Reopening Atherton Station for regular weekday service would likely require various changes in public use of surrounding property, as only limited parking spaces are available for use at the Town center and in the surrounding community.

As stated above, Caltrain currently provides limited, weekend-only service to Atherton Station. Prior to the COVID pandemic and related shelter in place orders, approximately 114 riders utilized the station per average weekend day whereas the two neighboring stations (Redwood City to the north and Menlo Park to the south) averaged 4,220 and 1,639 boardings, respectively, per weekday and 523 and 435 boardings per weekend day. Closure of Atherton Station would steer weekend passengers to Menlo Park and Redwood City, which they already utilize for weekday service.

In sum, closure of Atherton Station would improve safety, reduce travel times, and could facilitate increased service at Redwood City and Menlo Park stations.

With a portion of Caltrain's station property no longer needed to support operations, the Town could stage and construct the Atherton Town Center project and potentially facilitate use of the property to enhance Town Center development. These areas could include the existing station building and a portion of the station area used for parking.

The JPB and the Town are completing negotiations of and identifying funding for a Memorandum of Understanding (MOU), potentially including the following elements:

- Installation of safety fencing along the Atherton rail station area.
- Removal of the Atherton station center boarding platform and access crossings.
- Re-purposing of the Atherton Station non-operating property, including the existing station building, parking area, site landscaping and other related improvements along the rail corridor allowing for integration of the station building into the Town Center complex and aesthetic and safety separation from the active rail corridor.
- Implementation of four-quadrant gates, and related safety improvements, at the Watkins Avenue rail crossing.
- Study and implementation of access improvements connecting the Atherton Town Center to the Menlo Park Caltrain Station.
- Cooperation with the Town should the Town elect to expand a Quiet Zone within the

Town limits.

The MOU would be accompanied by a Maintenance and Use Agreement for the Town use and maintenance of station property outside the operating right-of-way.

Prior to the JPB Board taking action on the closure of the station, and in addition to completion of this equity analysis, the JPB must complete the following activities:

1. Prepare and approve an addendum of the environmental analysis/evaluation completed for the Peninsula Corridor Electrification Project in accordance with the California Environmental Quality Act and National Environmental Policy Act;
2. Complete negotiations of the above-described MOU and identify funding sources for related improvements;
3. Complete negotiations of the above-described Maintenance and Use Agreement; and
4. Set a date for station closure (currently estimated for December 1, 2020 with completion by February 1, 2021).

## **FINDINGS OF MAJOR SERVICE CHANGE**

The proposed Atherton Station closure and related elimination of weekend service at the station is considered a “Major Service Change” in Caltrain’s adopted policy under the criteria “A greater than 50 percent reduction or increase in the number of stops at a station per day for the service day of the week (weekday, Saturday, or Sunday) for which the change is made.” The closing of Atherton Station would eliminate all stops for its service (Saturday and Sunday), resulting in a greater than 50 percent reduction. Upon station closure, Caltrain would permanently remove Atherton Station from any printed or online schedule.



## **EFFECTS ON MINORITY AND LOW-INCOME POPULATIONS**

### **Methodology**

The methodology used to analyze the impact of the closure of Atherton Station on minority and low-income populations consisted of the following steps, which are discussed in more detail below:

1. Determining data sources
2. Defining the term "low-income" to mean those with a reported annual household income below \$25,000.
  - Defining the term "minority" to mean those who self-identified as any ethnicity other than "white" alone.
  - Analyzing data from 2018 American Community Survey (ACS) for low-income and minority populations to determine the demographics of the JPB's service area.
  - Selecting ACS data to capture the necessary low-income and minority populations within the Atherton Station's catchment area (within 1 mile of Atherton Station).
3. Defining possible adverse effects and benefits that could result from the service changes, and determining net effects associated with the various elements of the proposed changes.
4. Utilizing the ACS survey data to analyze the distribution of potential adverse effects and benefits to evaluate distribution of net effects on minority and non-minority, and low-income and non-low-income, populations.
5. Comparing the differentials in adverse effects to the thresholds in the JPB's Disparate Impact Policy and Disproportionate Burden Policy.

### **Step 1: Data Source Selection**

The comparison population for this analysis is the population data of the area around Atherton Station as compared to the population of the JPB's service area. FTA Circular 4702.1B indicates that ridership data is typically the appropriate dataset for elimination of service, and it is preferable to have both ridership and Census data to analyze the community impacts. However, adequate ridership data for Atherton Station is unavailable. The 2019 Caltrain Triennial Customer Survey yielded only four responses from Atherton station out of approximately 5000 surveys. These minimal results that would not be statistically representative of Atherton riders. The COVID-19 pandemic has further limited opportunities to collect adequate demographic information from riders that board or alight at Atherton station. Beginning in March 2020, daily ridership on Caltrain decreased by 90%. In addition, the JPB has reduced Caltrain service to address financial concerns and lack of ridership. To avoid misrepresentation and an inaccurate analysis, ridership data was not used as a data source.

In order to ensure that the JPB Board makes a fully informed decision, this report examines the potential impacts to minority and low-income communities utilizing the Atherton Station, and compares those populations to the demographics of the overall Caltrain service area.

First, Caltrain service area demographics related to minority and low-income populations were

established using the ACS 2018 Census through Remix Explorer.

**Caltrain Service Area**

Minority Populations: 62.6%

Low-Income Population: 23.3%

Second, staff used Remix to analyze the 2018 ACS data at the Census tract level by buffering a 1 mile radius (catchment area) around the Atherton Station.

**Atherton Catchment Area**

Minority Population: 57.7%

Low-Income Population: 25.2%

**Map**



## **Step 2: Defining and applying the definitions of adverse effects of the Atherton Station Closure.**

As required under the FTA's guidance, staff considered how the proposed service changes would impact Caltrain customers.

Closure of Atherton Station would have an adverse effect on the persons living in the catchment area around the station. In general, passengers previously using Caltrain to board or disembark at Atherton Station would have to travel an additional 2.8 miles (Redwood City Station) or 1.4 miles (Menlo Park Station). Atherton Station is located in Caltrain Fare Zone 3, which is the same as Menlo Park, but a different Fare Zone from Redwood City.

The adverse effects associated with the proposed station closure are as follows:

**Increased Commute times:** Passengers will have to alter their schedules or plan their weekend trips using Menlo Park or Redwood City Station. This may include planning to use additional transit modes and adjusting schedules.

**Ticket Price Adjustments:** Passengers traveling Southbound that would normally alight at Atherton would either provide the same fare when disembarking at Menlo Park or save money when disembarking at Redwood City. Passengers going Northbound would pay the same fare amount when alighting at Menlo Park, but pay an additional cost if disembarking in Redwood City.

## **Step 3: Applying Census Results for Proposed Weekend Service Changes to Caltrain Service Area Data**

Staff used the ACS population data to calculate the percentage of minority and low-income riders impacted by the proposed closure as compared to the percentage of non-minority and non-low-income passengers, overall.

## DISPARATE IMPACT

There is no finding of any Disparate Impact associated with the proposed closure of Atherton Station and resulting Caltrain service changes. While the majority of the population of the catchment area around Atherton Station is minority (not white), the proportion of minorities in the catchment area is lower than the proportion in the JPB's service area as a whole. As a result, there is no disparate impact on minority populations from the closure of Atherton Station. Exhibit 1 provides a summary of the comparison of data.

### Exhibit 1: Disparate Impacts Summary

	Total Number of Minority Population	Percentage of Minority Population	Total Number of Non-Minority Population	Percentage of Non-Minority Population
Atherton Catchment	8,289	57.7%	6,077	42.3%
Caltrain Service Area	416, 230	62.6%	248,674	37.4%
Difference		- 4.9%		4.9

A positive 10 percent difference between impacted minority populations and impacted non-minority populations would generate a disparate impact.

## DISPROPORTIONATE BURDEN

There is no finding of any Disproportionate Burden associated with the proposed closure of Atherton Station and resulting service changes. The proportion of low-income persons in the population of the catchment area around Atherton Station exceeds the proportion of low - income persons in the JPB's service area as a whole by 1.9%. However, this differential is less than the ten percent threshold in the JPB's Major Service Change Policy. Exhibit 2 provides a side-by-side comparison of low-income and non-low-income impacts. The findings illustrate that impacts do not present a disproportionate burden on affect low-income populations.

### Exhibit 2: Disproportionate Burden Summary

	Total Number of Low-Income Population	Percentage of Low-Income	Total Number Non-Low-Income Population	Percentage of Non-Low-Income Population
<b>Atherton Catchment</b>	3,620	25.2%	10,757	74.8%
<b>Caltrain Service Area</b>	154,923	23.3%	509,982	76.7%
		1.9%		-1.9%

A positive 10 percent difference between impacted low-income populations and impacted non-low-income populations would generate a disproportionate burden.

Notwithstanding the fact that the burden on low-income riders does not exceed the disproportionate burden threshold, the JPB will mitigate impacts to customers from the proposed weekend service changes by promoting local transit agency services that run more frequently and provide service along the Caltrain Corridor. The SamTrans ECR route provides stops at the Redwood City, Atherton, and Menlo Park Caltrain stations.

# PUBLIC ENGAGEMENT ON PROPOSED SERVICE CHANGES

## DISSEMINATION OF INFORMATION, INCLUDING TO LIMITED ENGLISH PROFICIENT (LEP) PERSONS

FTA Circular C 4702.1B requires transit agencies to seek public input before Board approval for Major Service Changes or Fare Changes. The JPB's public participation process offers early and continuous opportunities for the public (including minorities and people with low incomes) to be involved in the identification of potential impacts of proposed transportation decisions. Efforts to involve minority and low-income populations include both comprehensive measures and measures targeted at overcoming language and other barriers that prevent such populations from effective participation in decision-making.

The JPB's Public Comment Policy also outlines the requirement for Public Hearings when a Major Service Change occurs. Specifically, "The complete elimination of a station stop from all trains in scheduled revenue service published in the public timetable is also considered a Major Service Adjustment." (**Attachment 2**). The closure will remove the Atherton stop from the timetable and therefore a Public Hearing is required.

The JPB's public information campaign to publicly announce the proposed closure and solicit input began with the January 8, 2020 letter from Jim Hartnett, Caltrain Executive Director, to the City Manager. The City Council of Atherton considered the request on January 15, and confirmed its preliminary agreement with the closure.

The JPB's public participation process included measures to disseminate information on the proposed service changes to LEP persons, as well as at public hearings and meetings. The public notices note that translations are available in Caltrain's 20 Safe Harbor Languages by contacting the Caltrain Customer Service Center phone number. The Caltrain Customer Service Center offers foreign language translation service via in-house translators or the Language Line.

Comprehensive measures employed by the JPB included placing public notices for the Public Hearing and the Public Meetings on the Caltrain website, printed media (see **Attachment 5**), in Caltrain news releases (see **Attachment 6**), on social media posts on Nextdoor and Twitter (see **Attachment 7**), and the presentation at the July 29, 2020 Virtual Public Meeting (**Attachment 8**). Information, including the Public Notice, (see **Attachments 9**) were posted at Atherton, Redwood City and Menlo Park stations. Caltrain staff also reached out to Community-based Organizations to inform them of the proposed closure.

### The JPB reached out to the following community groups and leaders:

- Members North Fair Oaks Community Council
- Atherton Town Council
- Mayor of Atherton
- Atherton Town Residents

Measures taken to overcome linguistic, institutional, and cultural barriers that may prevent minority and low-income populations from participating in decision-making also included

publishing the public hearing notice and public meeting notices in newspapers of general circulation and various community newspapers. Notifications for the public hearing and public meetings appeared in the following newspapers (**Attachment 10**):

- On, 7/15/20, 7/22/20 and 8/20/20: San Francisco Chronicle (covering San Francisco, San Mateo and Santa Clara Counties).
- On 7/17/20, 7/24/20, 8/20 : El Observador (translated in Spanish):
- On 7/15/20 ,7/29/20, 8/20/20: Sing Tao Daily (translated in Chinese)
- On 7/10/2020 and 8/20/20: San Mateo Daily

Staff also established multiple ways for customers and the public to provide their input virtually. A webpage ([www.caltrain.com/athertonclosure](http://www.caltrain.com/athertonclosure)) was created on the Caltrain website with English, Spanish and Chinese versions for the public to submit public comment (**Attachment 10**). Other options include comment submission through the postal service, by telephone call to the Customer Service Center's general number or one for those with hearing impairments, and through the unique e-mail address [changes@caltrain.com](mailto:changes@caltrain.com) (**Attachment 11**).

As of September 22, 2020, 55 responses were submitted via the online feedback form (25 in support, 27 against the closure, and 3 with no responses). A matrix of responses can be found in Attachment 11. No written comments were submitted via the form, although a space was allocated for this option.

## **PUBLIC OUTREACH**

As part of the Caltrain staff's efforts to improve and expand Public Outreach, a public meeting was held on July 29, at 5:30 p.m. via Zoom. An additional stakeholder virtual meeting with North Fair Oaks Leadership was held on July 15, 2020 at 1:00 p.m. Members from various organizations spoke with Caltrain Staff to hear more about the closure and provide comments. Due to region-wide COVID-19 restrictions on public gatherings as well as county Shelter in Place regulations, Caltrain staff did not participate in in-person meetings or station outreach.

The Atherton Town Council also conducted meetings to allow town area residents to provide input and comment. Caltrain staff was present at these council meetings to present and answer questions.



## COMMUNITY MEETINGS

Caltrain staff conducted a Virtual Public Meeting on July 29, 2020 via Zoom. Due to in-person meeting restrictions, Caltrain staff used the Zoom platform to convene the informational session. The notice of the public meeting was placed on the website, in printed media, and via social media. All public meeting announcements provided options for interpretation and translation assistance. Approximately 11 community members attended. A summary of comments and questions from this public meeting can be found in **Attachment 12**. Caltrain staff provided information via Powerpoint and Q&A on the Atherton closure (**Attachment 8**).

Meetings open to the public included local government meetings, including the City/County Staff Coordinating Group and the Work Place and Legislative Policy Group Meetings.

A final public hearing was held during the Peninsula Corridor Joint Power Board monthly board meeting on **Thursday, September 3, 2020 at 9 a.m.**, via Zoom.

## **PUBLIC HEARING COMMENTS**

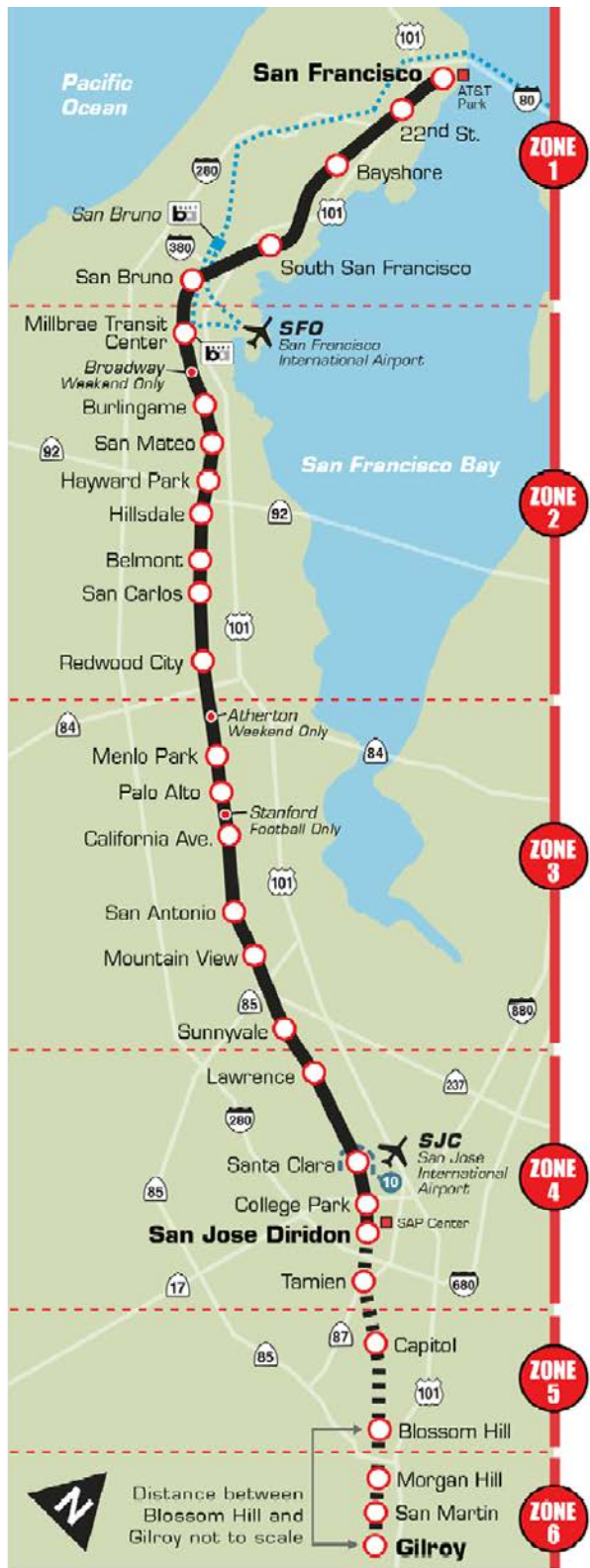
The Public Hearing on the Closure of Atherton Station occurred on September 3, 2020 at 9:00 am. Due to the COVID-19 pandemic, the meeting was held virtually via Zoom. Staff presented background information (**Attachment 8**) and next steps. Ten individuals provided public comment during the public hearing. No Board discussion occurred.

A summary of the public hearing comments and Board correspondence are compiled in **Attachment 13**. Residents of Atherton, Menlo Park, Redwood City, North Fair Oaks and South Fair Oaks submitted both written and verbal comments. While many comments were in support of the closure, a significant amount of Board correspondence were letters against the closure. These letters and e-mails encouraged Caltrain to continue weekend service and expand to weekday service. Communities stated that the convenience of the station was necessary as Menlo Park and Redwood City Stations were difficult to access without a car and both these stations would be over-crowded if Atherton Station were closed.

Comments in support of the closure encouraged Caltrain to provide a better bike path or walk way to the Menlo Park and Atherton Stations. Installing safety improvements was also a priority for residents. Others stated that limited ridership at the station coupled with the high cost of maintenance were suitable reasons for the closure.

To address some of the public's concerns, Caltrain will continue to work with the Town of Atherton in the development of an MOU that benefits the Town's infrastructure and safety of residents. As the closure of Atherton station is necessary to provide more frequent and efficient service for the entire corridor, staff continue to recommend the closure.

## **ATTACHMENT 1 – CALTRAIN SYSTEM MAP**



**ATTACHMENT 2 – BOARD APPROVAL OF MAJOR SERVICE  
CHANGE, DISPARATE IMPACT POLICY AND  
DISPROPORTIONATE BURDEN POLICY**

RESOLUTION NO. 2013 – 21

BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD  
STATE OF CALIFORNIA

\* \* \*

**ADOPTION OF SYSTEM-WIDE SERVICE STANDARDS AND POLICIES, DEFINITION OF "MAJOR SERVICE CHANGE," AND DISPARATE IMPACT AND DISPROPORTIONATE BURDEN POLICIES REQUIRED FOR COMPLIANCE WITH TITLE VI OF THE CIVIL RIGHTS ACT OF 1964**

**WHEREAS**, Title VI of the Civil Rights Act of 1964 requires recipients of Federal grants and other assistance to operate their programs and services without regard to, or discrimination based on, race, color or national origin; and

**WHEREAS**, the Federal Transit Administration (FTA) issued Circular FTA C 4702.1B, effective October 1, 2012, setting forth requirements and guidelines for Title VI compliance; and

**WHEREAS**, as set forth in the above-referenced Circular, the Board of Directors is required to adopt System-Wide Service Standards and Policies to guide the equitable distribution of Caltrain programs and services; and

**WHEREAS**, the JPB is also required to adopt policies to define when a service change is sufficiently broad or large to necessitate a review of its potential impacts on minority and low-income populations, and to define when a fare change or major service change will have a disparate impact on minority populations or impose a disproportionate burden on low-income populations, all of which policies and definitions are required to be subject to public input; and

**WHEREAS**, over the past two months, JPB staff has presented draft policies to this Board and the public in Board meetings and other public meetings, undertaken extensive public outreach and accepted public comment on the policies; and

**WHEREAS**, the Staff Coordinating Council recommends the Board approve the attached System-Wide Service Standards and Policies, definition of "Major Service Change," and Disparate Impact and Disproportionate Burden Policies, which comply with FTA requirements and which will guide future decisions regarding and monitoring of Caltrain programs and services to ensure that they are provided equitably, without discrimination based on race, color or national origin.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby approves the attached System-Wide Service Standards and Policies, definition of "Major Service Change," and Disparate Impact and Disproportionate Burden Policies.

Regularly passed and adopted this 4th day of April, 2013 by the following vote:

AYES: CISNEROS, COHEN, DEAL, KALRA, LLOYD, NOLAN,  
          TISSIER, YEAGER

NOES: NONE

ABSENT: WOODWARD

ATTEST:

  
\_\_\_\_\_  
JPB Secretary

  
\_\_\_\_\_  
Chair, Peninsula Corridor Joint Powers Board

## MAJOR SERVICE CHANGE POLICY

### SERVICE CHANGES

All major increases or decreases in transit service are subject to a Title VI Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis completed for a major service change must be presented to the Caltrain Board for its consideration and included in the Caltrain Title VI Program with a record of the action taken by the Board.

Caltrain defines a major service change as any service change meeting at least one or both of the following criteria:

- A. An adjustment of service that equates to a reduction of or addition of 25 percent or more in total revenue train miles per day for the service day of the week (weekday, Saturday or Sunday) for which the change is made.
- B. A greater than 50 percent reduction or increase in the number of stops at a station per day for the service day of the week (weekday, Saturday or Sunday) for which the change is made.

Note: Any change that is a temporary or interim change due to construction or maintenance projects is exempted from the definition and is not considered a “major service change.”



## DISPARATE IMPACT POLICY

This policy establishes a threshold for determining whether a given action has a disparate impact on minority populations versus non-minority populations. Per FTA Circular 4702.1B:

*Disparate impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin....*

*The policy shall establish a threshold for determining when adverse effects of [fare/]service changes are borne disproportionately by minority populations. The disparate impact threshold defines statistically significant disparity and may be presented as a statistical percentage of impacts borne by minority populations compared to impacts borne by non-minority populations. The disparate impact threshold must be applied uniformly...and cannot be altered until the next Title VI Program submission.*

In the course of performing a Title VI Equity Analysis, Caltrain must analyze how the proposed action would impact minority as compared to non-minority populations. In the event the proposed action has a negative impact that affects minorities more than non-minorities with a disparity that exceeds the adopted Disparate Impact Threshold or that benefits non-minorities more than minorities with a disparity that exceeds the adopted Disparate Impact Threshold, Caltrain must evaluate whether there is an alternative that has a more equitable impact. Otherwise, Caltrain must take measures to mitigate the impact of the proposed action on the affected minority population and demonstrate that a legitimate business purpose cannot otherwise be accomplished and that the proposed change is the least discriminatory alternative.

The Caltrain Disparate Impact Threshold to determine if the adverse impacts of a major service change (as defined in the first part of this document) or a fare adjustment is established at 10 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

## DISPROPORTIONATE BURDEN POLICY

This policy establishes a threshold for determining whether a given action has a disproportionate burden on low-income populations versus non-low-income populations. The Disproportionate Burden Policy applies only to low-income populations that are not also minority populations. Per FTA Circular 4702.1B:

*The policy shall establish a threshold for determining when adverse effects of [fare/]service changes are borne disproportionately by low-income populations. The disproportionate burden threshold defines statistically significant disparity and may be presented as a statistical percentage of impacts borne by low-income populations as compared to impacts borne by non-low-income populations.... The disproportionate burden threshold must be applied uniformly...and cannot be altered until the next [Title VI] program submission.*

*At the conclusion of the analysis, if the transit provider finds that low-income populations will bear a disproportionate burden of the proposed [fare/]service change, the transit provider should take steps to avoid, minimize or mitigate impacts where practicable. The provider should describe alternatives available to low-income populations affected by the [fare/]service changes.*

The Caltrain Disproportionate Burden Threshold to determine if the adverse impacts of a major service change (as defined in the first part of this document) or a fare adjustment is established at 10 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

## **Board Meeting Minutes (April 4, 2013)**

Joint Powers Board Meeting  
Minutes April 4, 2013

and Castro Street in Mountain View. Selection of these sites was coordinated with the California Public Utilities Commission and JPB staff.

### **Public Comment**

Adina Levin, Friends of Caltrain, said the changes in the signal contract involve increasing gate down time at five intersections and re-signalizing the traffic lights. She hopes there is outreach to the affected communities.

Jeff Carter, Millbrae, said there will be some increased gate down time and when a train is at a station he hopes the gate will time out and release so traffic is not stopped the entire time the train is at the station.

A motion (Tissier/Nolan) to award a contract to Shimmick Construction for the Signal Preemption Improvement Project was approved unanimously.

### **AUTHORIZE THE SECOND AMENDMENT OF THE USE, OPERATING AND MAINTENANCE (UOM) AGREEMENT FOR THE MILLBRAE INTERMODAL STATION**

Deputy CEO Chuck Harvey said when the Millbrae Intermodal Station was completed, the JPB entered into a cost-sharing agreement with BART to maintain the station. The costs were allocated through a cost model. This amendment codifies the agreement through FY2018 and the costs are being controlled by an agreement so they won't increase beyond the Consumer Price Index inflation.

A motion (Lloyd/Nolan) to authorize the second amendment of the UOM agreement for the Millbrae Intermodal Station was approved unanimously.

### **ADOPTION OF CALTRAIN TITLE VI STANDARDS AND POLICIES**

Director, Rail Michelle Bouchard reported:

- The Federal Transit Administration requires approval and submission of five standards and policies.
  - The Major Service Change Policy is the criteria for determining when service change is significant enough to require a thorough analysis of potential effects on protected populations. Staff is recommending a change of 25 percent or more total train revenue miles and greater than 50 percent change in the number of trains stopping at a station per day.
  - Disparate Impact and Disproportionate Burden Policies determine the threshold when adverse effects of a fare or service changes are borne disproportionately by minority or low-income populations. Staff is recommending a 10 percent threshold.
  - Services Standards and Policies are established to monitor performance in quantifiable and qualitative measures/metrics. Service standards include vehicle load, vehicle headway, on-time performance and service availability. Service policies are vehicle assignment and transit amenities.
- Four community meetings were held and comments were accepted through March 29. Meetings were sparsely attended and only one comment was received.

## **Board Meeting Minutes (April 4, 2013 - Continued)**

Joint Powers Board Meeting  
Minutes April 4, 2013

### **Public Comment**

Roland LeBrun, San Jose, said staff has to ensure cash customers are not targeted because most cash customers are minorities.

A motion (Lloyd/Tissier) to adopt the Caltrain Title VI Standards and Policies was approved unanimously.

### **LEGISLATIVE UPDATE**

#### **State Update**

Executive Officer, Public Affairs Mark Simon said Acting Business Transportation and Housing Secretary Brian Kelly has formed a California Transportation Finance Working Group to explore options for meeting the State's long-term transportation funding needs and priorities. Public transit agencies will be represented on the working group through the California Transit Association. The first meeting is April 9 and one of the first things the group will be discussing is a recent report issued by the American Society of Civil Engineers which gave the State an overall grade of "C" for its infrastructure and cites "a lack of sufficient investment for the operations and maintenance of existing facilities and dedicated funding sources for new improvements to the system. There is a need for \$10 billion per year more to be spent for ongoing maintenance of existing facilities and an investment of \$36.5 billion to raise transportation to a "B" grade."

#### **Federal Update**

Mr. Simon said Congress is working to pass a continuing resolution and start work on the FY2014 appropriations process. Last year the Federal investment in the California High Speed Rail Project was a key topic during the appropriations process. Republican Congressmembers Jeff Denham and Kevin McCarthy requested the Government Accountability Office (GAO) review the project's cost, ridership and revenue projections. The GAO report released last week gave the project an overwhelmingly positive review.

Mr. Simon said there was a home value study done by the American Public Transportation Association and the Association of Realtors that showed property within a half-mile of transit sustained its value more effectively during the recession and rebounded more rapidly.

### **CORRESPONDENCE**

No discussion.

### **BOARD MEMBER REQUESTS**

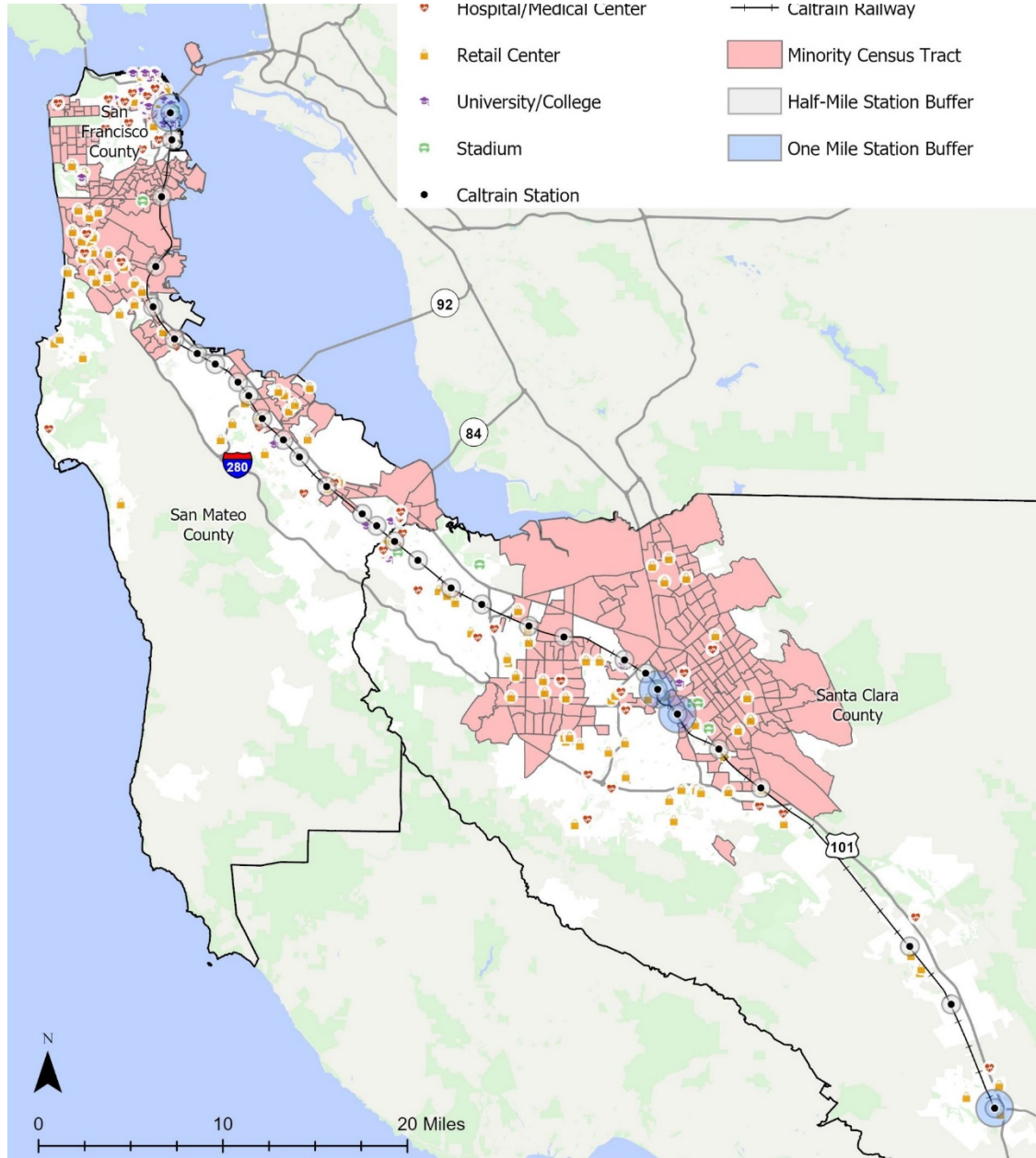
None

### **GENERAL COUNSEL REPORT**

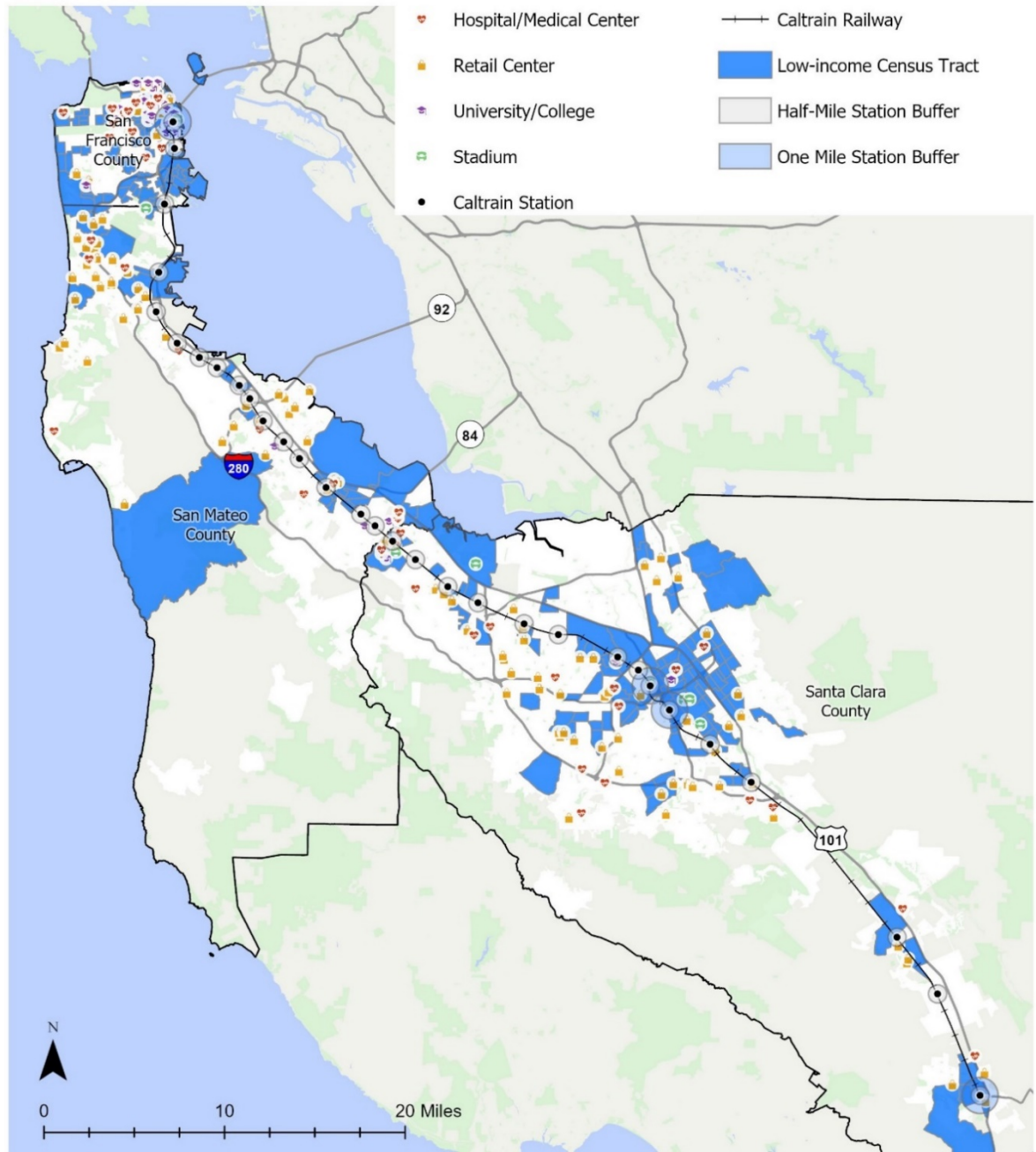
Mr. Miller said staff has contacted the general counsel for the CHSRA to see if their chair indicated Caltrain would respond to Mr. Brown's request. It is clear Proposition 1A is going to be complied with in the final analysis and the agreement that has been entered into codifies the blended system as the plan around which HSR will be designed and constructed and contains a funding plan template. Over time the funding plan will evolve as estimates are prepared and the public can be assured

## **ATTACHMENT 3 – SERVICE AREA DEMOGRAPHICS**

# MINORITY POPULATION BY CENSUS TRACT



# LOW INCOME BY LOW INCOME CENSUS TRACT



JPB TITLE VI EQUITY EVALUATION- PROPOSED AHERTON STATION CLOSURE

**ATTACHMENT 4 – LETTER FROM JPB TO ATHERTON  
CITY MANAGER**





January 8, 2020

George Rodericks, City Manager  
Town of Atherton  
150 Watkins Ave.  
Atherton, CA 94027

Dear City Manager Rodericks,

We understand that the Town of Atherton has expressed interest in exploring service levels at the Atherton Station ranging from full service to closure. We believe that the closure of the Station will provide benefits to both the Town and the overall Caltrain system as further discussed below. I am writing to request official support from the Town of Atherton for the closure of the Atherton Caltrain station. Caltrain is prepared to work closely with the Town on several actions that can improve safety and help facilitate the station closure.

Background on the Atherton Caltrain Station

Regular weekday service to the Atherton station was suspended in 2005. At that time, average weekday ridership was approximately 122 passengers per day. Today, the Atherton Caltrain Station currently receives limited, weekend-only service every 90 minutes and is used by approximately 114 riders per average weekend day. By comparison, Atherton's neighboring stations (Redwood City to the north and Menlo Park to the south), average 4,220 and 1,639 boardings respectively per weekday and 523 and 435 boardings per average weekend day.

The Atherton station is also a "center-boarding" station, meaning that its platforms are arranged in a manner that features pedestrian crossings of the tracks to access the boarding platform. This configuration limits train operations through the station, as trains operating in the other direction must "hold out" while a train is boarding. While Caltrain previously had a number of such stations within its system, most have either been rebuilt or closed over the course of the last 20 years. Atherton and Broadway station in Burlingame are the only remaining stations with a center boarding configuration. (The Broadway station is proposed to be rebuilt to current standards as part of the planned grade separation of the Broadway grade crossing.)

Caltrain made a policy commitment to restore regular weekday service to the Atherton station following the electrification of the corridor. This commitment was documented in the 2015 Environmental Impact Report for the Peninsula Corridor Electrification

**PENINSULA CORRIDOR JOINT POWERS BOARD**  
1250 San Carlos Ave. – P.O. Box 3006  
San Carlos, CA 94070-1306 (650) 508-6269

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CHERYL BRINKMAN  
JEANNIE BRUINS  
CINDY CHAVEZ  
RON COLLINS  
DEVORA "DEV" DAVIS  
CHARLES STONE  
SHAMANN WALTON

JIM HARTNETT  
EXECUTIVE DIRECTOR

George Rodericks, City Manager  
January 8, 2020  
Page 2 of 4

Project. Caltrain is requesting the support of the Town in revisiting this policy decision for the reasons described below.

Station Closure Rationale and Benefits

Since weekday service to Atherton was suspended in 2005, weekday ridership on the Caltrain system as a whole has grown tremendously, expanding from approximately 26,000 to well over 60,000. Caltrain expects demand for its services to continue to grow in the future as communities up and down the corridor intensify their land uses and congestion on parallel highways and roads grows worse.

Serving this increased demand is challenging and the railroad struggles to balance maintaining auto-competitive travel times while also providing service to the many, closely spaced stations along the line.

As we plan for the future of our service, it is clear that the railroad will not be able to provide every station with the level of service that its surrounding community might desire. In general, adding new service (or 'stops') to trains is a zero sum game--either requiring that a stop be re-allocated from elsewhere in the system or that the entire train be slowed by several minutes, degrading the railroad's ability to compete with auto travel in terms of travel times.

The lower density, residential character of the land uses around the Atherton station suggest that the station is unlikely to generate significant future ridership, even with restored weekday service. Closure of the Atherton station would allow Caltrain to re-allocate service that would have been provided to Atherton to nearby stations where denser land uses will generate more ridership and provide a broader benefit to the public as a whole. Our analysis of ridership and land use trends suggests that if we are able to reallocate service from Atherton to adjoining stations, Caltrain could increase its daily ridership by ~300-500. Closure of the Atherton station would also obviate the need for a future costly and disruptive station upgrade to remove the holdout rule, estimated (several years ago) at \$30 million--allowing these scarce funds to potentially be put towards other system improvements that will provide broader public benefit.

Residents of the Town of Atherton will also benefit from a station closure, including improved safety along the Caltrain line through more restrictive access to the track and platform area, reduced noise impacts from fewer trains stopping, and improved traffic flow with a reduction in future gate-down time. In addition, closure of the station will provide the Town the potential to use the portion of Caltrain station property no longer needed to support current Caltrain operations for staging and construction of its Town Center project and, potentially, facilitate a new use of this property to enhance the Town Center development.

George Rodericks, City Manager  
January 8, 2020  
Page 3 of 4

Proposed Actions Supporting the Closure

Caltrain requests formal Town support for the station closure. Caltrain will support this action by pursuing funding and taking action to plan and construct several projects that support the closure and provide mitigating benefits to the Town. These actions (estimated at a cost of \$7-9 million) include:

- Construction of a right-of-way fence separating the current station from the Town Center property; removal of the existing center station platform and track crossings.
- Removal of station furnishings (ticket vending machines, bike lockers) and modify the station shelter to better integrate with the Town Center.
- Implementation of grade crossing safety improvements at Watkins Avenue, potentially including installation of quad gates.

Caltrain will also work cooperatively with the Town to explore the feasibility of a new path extending south of Watkins Avenue, on property adjacent to, but not within, the Caltrain right-of-way. Engagement of the City of Menlo Park and third party land owners would be needed as part of any feasibility assessment. This path could provide a more direct and convenient connection to the Menlo Park Caltrain Station. If the path were found to be feasible, Caltrain would work with the Town to identify funding opportunities.

We ask the Town to help support these actions by coordinating station modifications with the Town Center project (e.g. shelter modifications and landscape plans), supporting Caltrain funding applications and participating in the path feasibility study. We also expect the Town to enter into a lease for any portion of Caltrain property used as part of the Town Center. In return, we ask the Town to confirm that there are no plans for grade separations at Fair Oaks and Watkins Ave and those will remain at-grade crossings.

The closure of the station, along with the closure of the pedestrian crossings that access the station platform, would also eliminate the need for trains to sound horns as they approach the station. Currently, under the requirements of the California Public Utilities Commission and Caltrain's own operating rules, horns must be sounded for safety purposes as trains approach the station and its pedestrian crossings. It is understood that the Town may pursue approval of an expanded Quiet Zone as a result of the station closure and safety improvements at Watkins Avenue, which, combined with the closure of the station, would significantly expand the area in which horns are not sounded. Caltrain will cooperate with that effort.

George Rodericks, City Manager  
January 8, 2020  
Page 4 of 4

Next Steps

We would like formal Town concurrence with the complete and permanent station closure. Your action on the station closure will initiate a Caltrain process to identify potential impacts, undertake environmental clearance, and develop a station closure resolution. This process will take approximately 5 to 6 months. We also expect to develop a Memorandum of Understanding (MOU) with the Town that would further define and memorialize the proposed actions. The MOU can be developed in the next few months and approved at the same time as the station closure resolution.

Thank you for considering this proposal. We believe it will be of substantial benefit to both the Town and Caltrain. We look forward to working closely with the Town in the future.

Sincerely,

  
Jim Hartnett  
Caltrain Executive Director

**ATTACHMENT 5 – PUBLIC NOTICES FOR PUBLIC HEARINGS  
ON WEBSITE AND PRINTED MEDIA**

## Proposed Closure of Atherton Caltrain Station

Español 汉语

The Peninsula Corridor Joint Powers Board (PCJPB) will hold a public hearing to receive public comment on the proposed closure of the Atherton Caltrain Station. The closure will permanently discontinue service for Atherton station and remove the station from future timetables. On January 15, 2020 the Town of Atherton tentatively endorsed the closure of Atherton Station subject to an Agreement on a Memorandum of Understanding (MOU) between the two parties.

Today, the Atherton Caltrain station currently receives limited weekend-only service every 90 minutes with an average of 114 passengers per weekend day. The "center boarding" configuration of the station limits operations as trains traveling in the other direction must wait or "hold out" for safety purposes while the train at the station is boarding.

### Public Meeting

Caltrain will hold a virtual meeting to present the proposals and receive comments from the public.

**Wednesday, July 29, 2020, 5:30 p.m.**  
 Zoom Info: <https://zoom.us/j/97368870471>  
**Webinar ID:** 973 6887 0471 **Access via Telephone:** 1.669.900.9128;  
**Meeting ID:** 9736 8870 471

[Public Meeting Presentation July 29, 2020](#) | [Recorded Meeting](#)

### Public Hearing

The Peninsula Corridor Joint Powers Board of Directors will hold a virtual public hearing to discuss the proposed station closure. The Board invites public comment on the potential closure of Atherton station at the hearing. The public may participate via a Zoom web link and/or by phone.

**Thursday, September 3, 2020 at 9 a.m.**  
 (or as soon thereafter as the matter may be heard)  
**Zoom Info:** <https://samtrans.zoom.us/j/93207729581>  
**Webinar ID:** 932 0772 9581 **Access via Telephone:** 1.669.900.9128;

Prior to the hearing, comments may be sent by completing the online comment form at the bottom of this page, by mail, e-mail or phone:

**Board Secretary**  
**Peninsula Corridor Joint Powers Board**  
 P.O. Box 3006, San Carlos, CA 94070-1306  
[publiccomment@caltrain.com](mailto:publiccomment@caltrain.com) 1.800.660.4287 (TTY 650.508.6448)

Peninsula Corridor Joint Powers Board PUBLIC HEARING & MEETINGS NOTICE

**PROOF OF PUBLICATION**

(2015.5 C.C.P.)

State of California )  
County of SAN FRANCISCO ) ss

Notice Type: HRG - NOTICE OF HEARING

Ad Description:

Proposed Closure of Atherton Caltrain Station

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the SAN FRANCISCO CHRONICLE, a newspaper published in the English language in the city of SAN FRANCISCO, county of SAN FRANCISCO, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of SAN FRANCISCO, State of California, under date 11/13/1951, Case No. 411596. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

07/15/2020, 07/22/2020

2020.

CNS#: 3379680

**Peninsula Corridor Joint Powers Board  
PUBLIC HEARING & MEETINGS  
NOTICE**

**Proposed Closure of Atherton Caltrain  
Station**

The Peninsula Corridor Joint Powers Board (PCJPB) will hold a public hearing to receive public comment on the proposed closure of the Atherton Caltrain Station. The closure will permanently discontinue service for Atherton station and remove the station from future timetables. On January 15, 2020 the Town of Atherton tentatively endorsed the closure of Atherton Station subject to an Agreement on a Memorandum of Understanding (MOU) between the two parties.

Today, the Atherton Caltrain station currently receives limited weekend-only service every 90 minutes with an average of 114 passengers per weekend day. The "center boarding" configuration of the station limits operations as trains traveling in the other direction must wait or "hold out" for safety purposes while the train at the station is boarding.

**Public Meeting**  
Caltrain will hold a virtual meeting to present the proposals and receive comments from the public.

Wednesday, July 29, 2020, 5:30 p.m.

Zoom Info: <https://zoom.us/j/97369870471>

Webinar ID: 973 6887 0471

Access via Telephone: 1.669.900.9128;

Meeting ID: 9736 8870 471

**Public Hearing**  
The Peninsula Corridor Joint Powers Board of Directors will hold a virtual public hearing to discuss the proposed station closure. The Board invites public comment on the potential closure of Atherton station at the hearing. The public may participate via a Zoom web link and/or by phone.

Thursday, August 6, 2020 at 9 a.m.  
(or as soon thereafter as the matter may be heard)

Zoom Info: <https://zoom.us/j/95032112562>

Webinar ID: 950 3211 2562

Access via Telephone: 1.669.900.9128;

Meeting ID: 950 3211 2562

Prior to the hearing, comments may be sent by completing the online comment form at [www.caltrain.com/athertonclosure](http://www.caltrain.com/athertonclosure), by mail, e-mail or phone:

**Board Secretary**  
Peninsula Corridor Joint Powers Board  
P.O. Box 3006, San Carlos, CA 94070-1306

Changes@caltrain.com 1.800.660.4287  
(TTY 650.508.6448)

For translation or interpretation assistance, call Caltrain at 1.800.660.4287 at least 72 hours before the meeting.  
7/15, 7/22/20

CNS-3379680#

**AFFIDAVIT OF PUBLICATION  
SAN MATEO DAILY JOURNAL**

**STATE OF CALIFORNIA  
County of San Mateo**

The undersigned declares: That at all times hereinafter mentioned, affiant was a permanent resident of the United States, over the age of eighteen years old, and was at and during all said times. The Office Manager of the San Mateo Daily Journal, a newspaper published daily in the County of San Mateo, State of California. The notice mentioned was set in type no smaller than nonpareil and was preceded with words printed in black face type not smaller than size 6, describing and expressing in general terms, the purpose and character of the notice intended to be given; that the

**CNS-3390825#**

**NOTICE OF PUBLIC HEARING**

Of which the annexed is a printed copy was published and printed in said newspaper on the 20th Day of August 2020.

I declare under penalty of perjury that the foregoing is true and correct.

JP Uguzuz 

Dated at San Mateo, California,  
this 20th day of Aug, 2020.



**Peninsula Corridor Joint Powers Board  
PUBLIC HEARING & MEETINGS NOTICE**

**Proposed Closure of Atherton Caltrain Station**

The Peninsula Corridor Joint Powers Board (PCJPB) will hold a public hearing to receive public comment on the proposed closure of the Atherton Caltrain Station. The closure will permanently discontinue service for Atherton station and remove the station from future timetables. On January 16, 2020 the Town of Atherton tentatively endorsed the closure of Atherton Station subject to an Agreement on a Memorandum of Understanding (MOU) between the two parties.

Today, the Atherton Caltrain station currently receives limited weekend-only service every 90 minutes with an average of 114 passengers per weekend day. The "center boarding" configuration of the station limits operations as trains traveling in the other direction must wait or "hold out" for safety purposes while the train at the station is boarding.

**Public Hearing**

The Peninsula Corridor Joint Powers Board of Directors will hold a virtual public hearing to discuss the proposed station closure. The Board invites public comment on the potential closure of Atherton station at this hearing. The public may participate via a Zoom web link and/or by phone.

Thursday, September 3, 2020 at 8 a.m.  
(or as soon thereafter as the auditor may be heard)

Zoom Info: <https://zoom.us/j/93207228581> Webinar ID: 932 0772 9581  
Access via Telephone: 1.650.909.9128; Meeting ID: 932 0772 9581

Prior to the hearing, comments may be sent by completing the online comment form at [www.caltrain.com/athertonclosure](http://www.caltrain.com/athertonclosure) by email, e-mail or phone.

Board Secretary  
Peninsula Corridor Joint Powers Board  
P.O. Box 3056, San Carlos, CA 94070-1086  
Changes@caltrain.com 1.800.680.4287 (TTY 650.508.6448)

For translation or interpretation assistance, call Caltrain at 1.800.680.4287 at least three days before the meeting.

Para traducción llame al 1.800.680.4287; 形同翻译 请電 1.800.680.4287.

CNS3390825



**DECLARATION OF PUBLICATION OF  
SAN FRANCISCO CHRONICLE**

Diane FitzGibbon

declares that:

The annexed advertisement has been regularly put in the

**SAN FRANCISCO CHRONICLE**

**Peninsula Corridor Joint Powers Board  
PUBLIC HEARING & MEETINGS NOTICE**

**Proposed Closure of Atherton Caltrain Station**

The Peninsula Corridor Joint Powers Board (PCJPB) will hold a public hearing to receive public comment on the proposed closure of the Atherton Caltrain Station. The closure will permanently discontinue service for Atherton station and remove the station from future timetables. On January 15, 2020 the Town of Atherton tentatively endorsed the closure of Atherton Station subject to an Agreement on a Memorandum of Understanding (MOU) between the two parties.

Today, the Atherton Caltrain station currently receives limited weekend-only service every 90 minutes with an average of 114 passengers per weekend day. The "center boarding" configuration of the station limits operations as trains traveling in the other direction must wait or "hold out" for safety purposes while the train at the station is boarding.

**Public Hearing**

The Peninsula Corridor Joint Powers Board of Directors will hold a virtual public hearing to discuss the proposed station closure. The Board invites public comment on the potential closure of Atherton station at the hearing. The public may participate via a Zoom web link and/or by phone.

**Thursday, September 3, 2020 at 9 a.m.**  
*(or as soon thereafter as the matter may be heard)*

Zoom Info: <https://samtrans.zoom.us/j/93207729581> Webinar ID: 932 0772 9581  
Access via Telephone: 1.669.900.9128; Meeting ID: 9932 0772 9581

Prior to the hearing, comments may be sent by completing the online comment form at [www.caltrain.com/athertonclosure](http://www.caltrain.com/athertonclosure), by mail, e-mail or phone.

**Board Secretary**  
Peninsula Corridor Joint Powers Board  
P.O. Box 3096, San Carlos, CA 94078-1306  
Changes@caltrain.com 1.800.660.4287 (TTY 650.508.6448)

For translation or interpretation assistance, call Caltrain at 1.800.660.4287 at least three days before the meeting.  
Para traducción léame al 1.800.660.4287; 如需翻譯請電 1.800.660.4287

CNSB#3380043

which is and was at all times herein mer established as newspaper of general circulation City and County of San Francisco, State of Califor that term is defined by Section 6000 of the Gover Code.

**SAN FRANCISCO CHRONICLE**  
(Name of Newspaper)

901 Mission Street

San Francisco, CA 94103

From

To

Namely, on

(Dates of Publication)

I declare under penalty of perjury that the foregoing true and correct.

Executed on

at San Francisco, California.

Diane FitzGibbon



## **ATTACHMENT 6– NOTICE OF PUBLIC MEETINGS**

## Caltrain Online News Release

### Caltrain to Hold Hearing on Closure of Atherton Station

July 9, 2020

Caltrain will hold a public meeting on the proposed closure of the Atherton Caltrain Station on Wednesday, July 29. A public hearing will follow at the Board of Director's meeting on August 6.

Prior to the coronavirus (COVID-19) pandemic, the Atherton Caltrain Station only received limited weekend-only service every 90 minutes with an average of 114 passengers per weekend day. Weekday service to the station was cut in 2005 due to low demand.

The center boarding configuration of the station limits operations as trains traveling in the other direction are required to wait while the train at the station is boarding. If the station remains, an upgrade of substantial cost would be necessary to prevent disruption of the expanded service that will come with the electrification of the corridor.

The closure of the station would also allow Caltrain to reallocate service to nearby stations, allowing for a more efficient service for riders, and would reduce the agency's maintenance costs.

In January of this year, the Town of Atherton tentatively endorsed the closure of Atherton station subject to an Agreement on a Memorandum of Understanding (MOU) between the two parties. The station's closure would result in reduced noise and increased safety for Atherton residents. Atherton is in the process of redeveloping its Civic Center, and closing the station would free up additional property for that project.

#### **Public Meeting**

Wednesday, July 29, 2020, 5:30 p.m.

Zoom Info: [zoom.us/j/97368870471](https://zoom.us/j/97368870471)

Webinar ID: 973 6887 0471

Access via Telephone: 1.669.900.9128

Meeting ID: 9736 8870 471

#### **Public Hearing**

Thursday, August 6, 2020, 9 a.m.

Zoom Info: [zoom.us/j/95032112562](https://zoom.us/j/95032112562)

Webinar ID: 950 3211 2562

Access via Telephone: 1.669.900.9128

Meeting ID: 950 3211 2562

Prior to the hearing, comments may be sent by completing the online comment form at [www.caltrain.com/athertonclosure](http://www.caltrain.com/athertonclosure), by mail, e-mail or phone:

Board Secretary

Peninsula Corridor Joint Powers Board

P.O. Box 3006, San Carlos, CA 94070-1306

Changes@caltrain.com 1.800.660.4287 (TTY 650.508.6448)

For translation or interpretation assistance, call Caltrain at 1.800.660.4287 at least three days before the meeting.

###

*About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with commute service to Gilroy. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad has provided the community with more than 150 years of continuous passenger service. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.*

Follow Caltrain on [Facebook](#) and [Twitter](#).

Free translation assistance is available.

Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

# Earned Media Announcement

FEATURED

From the Daily Journal archives

## Caltrain to hold hearing on closure of Atherton station

Daily Journal staff report  
Jul 10, 2020



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**Earned Media Announcement**  
The Board of Directors has approved a proposal to close the Atherton station because of low ridership and the cost of configuring it to meet the needs of the new electrified line.

The first meeting will be Wednesday, July 29, and a public hearing will follow at the Board of Director's meeting Aug. 6. Before the pandemic, the Atherton Caltrain station only received limited weekend-only service every 90 minutes with an average of 114 passengers per weekend day. Weekday service to the station was cut in 2005 due to low demand. The center boarding configuration of the station limits operations as trains traveling in the other direction are required to wait while the train at the station is boarding. If the station remains, an upgrade of substantial cost would be necessary. The town of Atherton has tentatively endorsed the closure, according to Caltrain.

---

The public meeting will be 5:30 p.m. Wednesday, July 29; Zoom Info: [zoom.us/j/97368870471](https://zoom.us/j/97368870471); Webinar ID: 973 6887 0471; Access via Telephone: (669) 900-9128; Meeting ID: 9736 8870 471. The Aug. 6 public hearing is 9 a.m.; Zoom Info: [zoom.us/j/95032112562](https://zoom.us/j/95032112562); Webinar ID: 950 3211 2562; Access via Telephone: (669) 900-9128; Meeting ID: 950 3211 2562. Go to [caltrain.com/athertonclosure](https://caltrain.com/athertonclosure) to learn more or to comment.

## **ATTACHMENT 7 – SOCIAL MEDIA POSTS**

# Caltrain Twitter Alerts



**Caltrain**  @Caltrain · Jul 28

Don't forget to tune in tomorrow:



**Caltrain**  @Caltrain · Aug 6



Atherton hearing will be pushed into the next board meeting.




[Show this thread](#)







 **Caltrain**  @Caltrain · Sep 3 ▼  
Replying to [@Caltrain](#)  
Speaker 5 - Agrees with closure. Cites "hold out rule"  
Speaker 6 - Atherton resident. Didn't protest closure but wants a ped/bike path to Menlo Park station be in the MOU.  
Speaker 7 - Supports closure. Calls out contentious Caltrain/Atherton relationship.

 1   

 **Caltrain**  @Caltrain · Sep 3 ▼  
Speaker 8 - Wants weekday service at Atherton, advocates for North Fair Oaks commuters.  
Speaker 9 - Atherton resident. Supports closure. Supports bike/ped path to nearby stations.

 1   

 **Caltrain**  @Caltrain · Aug 6 ▼  
Atherton hearing will be pushed into the next board meeting.

 1   


[Show this thread](#)

# NextDoor Outreach

nextdoor

- Home
- Upper Noe
- Map
- Digest
- Neighborhood
- Help Map New
- Businesses
- For Sale & Free
- Local Deals New
- Events
- Real Estate
- Safety
- Lost & Found

Search Nextdoor



SEP  
**03**

### Proposed Closure of Atherton Caltrain Station - Public Outreach

Thu, Sep 3, 9:00 AM - 12:00 PM

Going? ▾
 Share
...
 1 Going

---


Event details

The Peninsula Corridor Joint Powers Board (PCJPB) will hold a public hearing to receive public comment on the proposed closure of the Atherton Caltrain Station. The hearing was originally scheduled for August 6, 2020 but was postponed by the Board.

nextdoor

- Home
- Upper Noe
- Map
- Digest
- Neighborhood
- Help Map New
- Businesses
- For Sale & Free
- Local Deals New
- Events
- Real Estate
- Safety
- Lost & Found

Search Nextdoor



JUL  
**29**

### Atherton Station Closure Public Hearing

Wed, Jul 29, 5:30 PM - 7:30 PM

Going? ▾
 Share
...
 2 Going · 3 Maybe

---

Event details

Caltrain will hold a public meeting on the proposed closure of the Atherton Caltrain Station on Wednesday, July 29. A public hearing will follow at the Board of Director's meeting on August 6.

Prior to the coronavirus (COVID-19) pandemic, the Atherton Caltrain Station only

**ATTACHMENT 8– VIRTUAL PUBLIC MEETING  
PRESENTATION**



# Proposed Closure of the Atherton Station

Virtual Community Meeting  
July 28, 2020

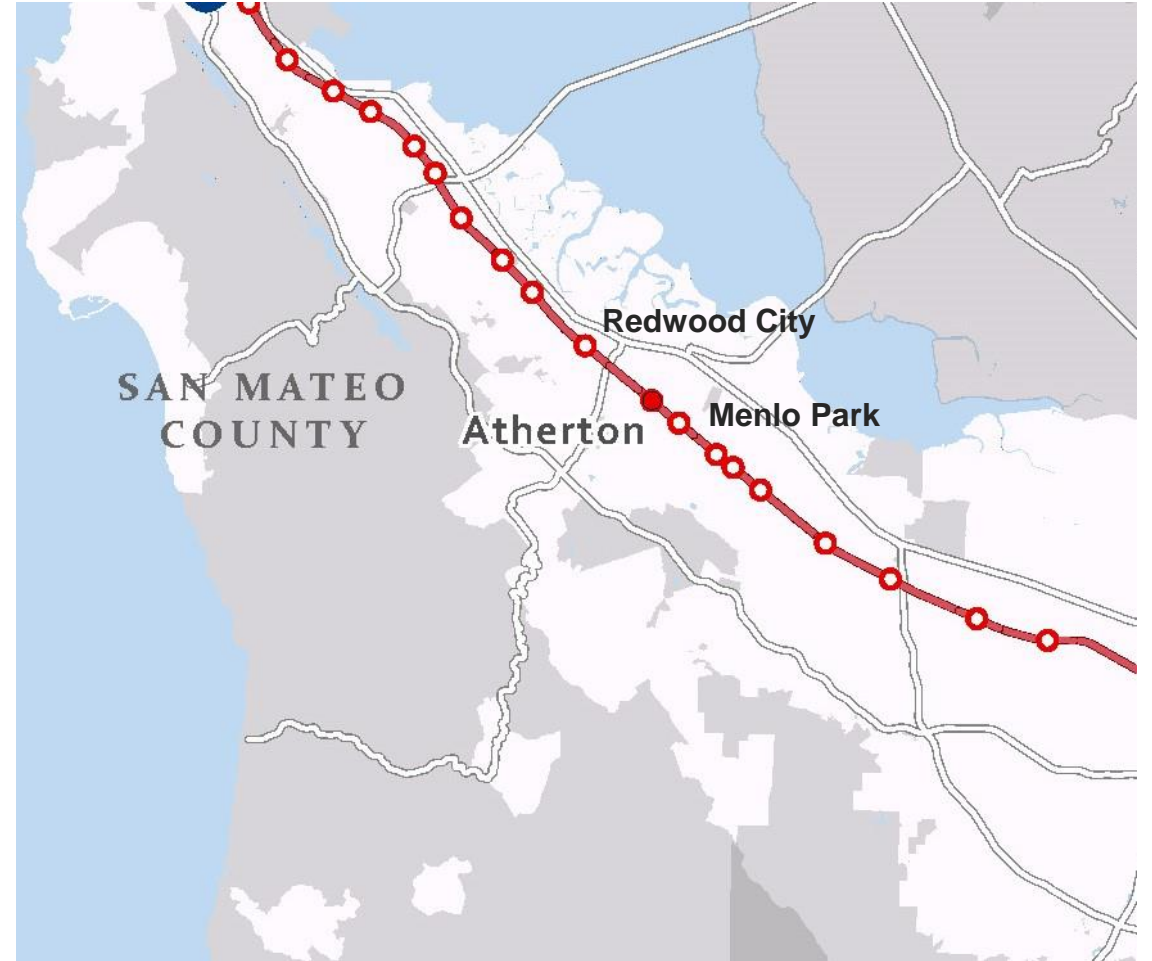
# Background

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- Weekend only service provided since 2005
- Average of 114 passengers per weekend day (prior to COVID-19)
- Caltrain Electrification documented policy commitment to restore regular weekday service after electrification
- Atherton Station is one of few remaining “hold out” rule stations, due to older center platform configuration
- Jan. 8, 2020 letter to Town of Atherton proposing closure
- Jan. 15, 2020 Town Council tentative endorsement of closure subject to a Memorandum of Understanding (MOU)

# Station Closure Benefits

- Service can be re-allocated to adjacent stations where denser land uses and improved travel times can generate more ridership (est. 300-500 daily riders)
- Financial savings due to reduced operating/maintenance costs and elimination of need for station upgrades
- Town benefits from noise reduction and improved safety
- Potential for Town to integrate station property (outside of operating ROW) into Civic Center redevelopment



# Potential Elements of MOU

---

- Caltrain would fund and implement actions supporting the station closure, including:
  - Installation of a new right-of-way fence along current station area
  - Removal of center boarding platform and other station facilities
  - Installation of quad gates at Watkins Avenue to improve crossing safety
- Caltrain and the Town would enter into a Maintenance and Use Agreement for the Town to use and maintain station property
- Caltrain and the Town could cooperatively pursue funding to study and potentially implement additional improvements proposed by the Town

# Public Outreach & Feedback

---

- Public Outreach
  - Press releases, newspaper ads, onboard flyers and station announcements, social media, targeted community outreach
  - Direct outreach to North Fair Oaks community leadership – July 15, 2020
  - Virtual Community Meeting – July 29, 2020
  - Public Hearing – August 6, 2020
  - Public comment available via email, mail, website, and phone
- Information made available in Spanish and Chinese



# Title VI Service Equity Analysis

---

- Title VI Equity Analysis is required by the Federal Transit Administration (FTA) when a Caltrain Station Closure occurs as per the Caltrain Major Service Change Policy.
  - Determines whether a disparate impact (DI) or disproportionate burden (DB) exists
  - Identifies proposal purposes and potential adverse affects
- DI/DB exists when the communities of color/low income communities affected by the service change is 10% more than the average communities of color/low income communities of the Caltrain Service area
- Analyzed Census Data (2018 ACS) within a 1 mile radius of Atherton Station

# Next Steps

---

- Hold Public Hearing at Caltrain Board Meeting on Aug. 6
- Complete Title VI analysis
- Prepare and approve CEQA addendum and NEPA re-evaluation
- Finalize draft MOU terms
- Execute Maintenance and Use agreement
- Final Approval by Caltrain Board
- Set date for station closure

# Public Hearing Information

---

- Caltrain Board will hold a Public Hearing to receive additional public comments:
  - Thursday, August 6, 2020, 9 a.m.
    - Zoom Info: [zoom.us/j/95032112562](https://zoom.us/j/95032112562)
  - Access via Telephone: 1.669.900.9128 Meeting ID: 950 3211 2562
- Comment period will be closed after Public Hearing is complete

# Additional Options for Public Comment

---

- Prior to the public hearing on August 6, comments may be sent via the following options:
- Online Form
  - [www.caltrain.com/AthertonClosure](http://www.caltrain.com/AthertonClosure)
- Mail
  - Board Secretary
  - Peninsula Corridor Joint Powers Board
  - P.O. Box 3006, San Carlos, CA 94070-1306
- Email
  - [Changes@caltrain.com](mailto:Changes@caltrain.com)
- Phone
  - 1.800.660.4287 (TTY 650.508.6448)

---

# Questions

**ATTACHMENT 9 – STATION POSTINGS OF PUBLIC  
HEARINGS AND PUBLIC MEETINGS**

ATHERTON STATION



REDWOOD CITY STATION

**ATTACHMENT 10 – TRANSLATIONS: WEBSITES + PRINTED  
MEDIA ANNOUNCEMENTS**



# SING TAO (CHINESE TRANSLATION)

## DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

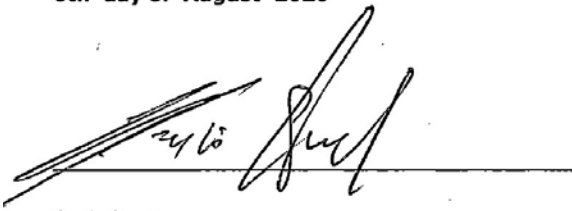
**SING TAO (S.F.)**

On the following dates:

07/15/2020, 07/22/2020

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this  
**6th day of August 2020**



Curtis Small  
Signature

甲高士摩聯合電力委員會  
公佈區議會社會議題知  
照請Atherton Caltrain 車站閉站

甲高士摩聯合電力委員會 (Peninsula Corridor Joint Powers Board, 簡稱 PCJPB) 將召開公聽會, 聽取公眾對 Atherton Caltrain 車站閉站的意見。此次閉站將永久終止 Atherton 車站服務, 在往來車站的列車中將不得進站。2020 年 1 月 15 日, 根據雙方簽訂的和解協議, Atherton 候車時支持閉站 Atherton 車站。

目前, Atherton Caltrain 站提供 90 分鐘提供有限的水車服務, 到來自天平均有 14 名乘客。車站中心線上車。該服務將不再繼續, 因為由於安全目的, 當乘客在站內乘車時, 為安全起見, 拍式行駛的火車必須等待候車“開出”之後。

公聽會  
Caltrain 將召開公聽會, 介紹投票管理委員會 -  
2020 年 7 月 29 日星期三, 下午 5:30  
Zoom 會議號碼: <https://zoom.us/j/97368870471> 房間號: 973 6887 0471

電話撥入: 1.800.533.9128; 會議 ID: 9736 8870 471

公聽會理由  
甲高士摩聯合電力委員會將召開公聽會, 以聽取公眾對該項。該項會合區議會上投票使用 Atherton 站 - 舊金山公眾意見。公眾可以與 Atherton 車站閉站 (或更新車站)。

2020 年 8 月 6 日星期三, 上午 9:00  
(或提供不久後此舉舉取意見)

Zoom 會議號碼: <https://zoom.us/j/97368870471> 房間號: 973 6887 0471  
電話撥入: 1.800.533.9128; 會議 ID: 973 6887 0471  
該項會之票, 公眾意見, 請到 <https://www.pcjpb.com/atherton-station-closure>  
在投票與意見及性, 請以信件或電子郵件, 或舉行電話。信息如下:

Board Secretary  
Peninsula Corridor Joint Powers Board  
P.O. Box 3000, San Geronimo, CA 94070-7300  
Change@pcjpb.com 1.800.533.9128 (中文專線: 850.908.8418)  
投票時間: 8 月 6 日星期三, 請在投票前, 至少三天前投票 1.800.533.9128 向 Caltrain 投票。  
Phone: 1.800.533.9128  
Web: [www.pcjpb.com](http://www.pcjpb.com)  
973-68870471  
SING TAO (S.F.)

# SING TAO (CHINESE TRANSLATION)

半岛走廊联合电力委员会  
公开听证会和会议通知

## 关闭Atherton Caltrain车站提议

半岛走廊联合电力委员会 (Peninsula Corridor Joint Powers Board, 简称PCJPB) 将召开公开听证会, 听取公众对关闭Atherton Caltrain车站提议的意见。此次关闭将永久终止Atherton车站服务, 并从未来的时刻表中移除该站。2020年1月15日, 根据双方签订的谅解备忘录, Atherton镇暂时支持关闭Atherton车站。

目前, Atherton Caltrain站仅每90分钟提供有限的周末服务, 周末每天平均有114名乘客。车站“中心点上车”的配置限制了车辆运行, 因为出于安全目的, 当乘客在站台乘车时, 为安全起见, 相向行驶的火车必须等待或“留出”空间。

### 公开听证会

半岛电力联合委员会将召开线上公众听证会, 讨论关闭车站的提议。委员会在听证会上就可能关闭Atherton站一事征询公众意见。公众可以通过Zoom网络链接和/或通过电话参与。

2020年9月3日周四, 上午9:00

(或随后不久就此事听取意见)

Zoom会议链接: <https://samtrans.zoom.us/j/93207729581> 房间号: 932 0772 9581

电话接入: 1.669.900.9128; 会议ID: 932 0772 9581

听证会之前, 欲发表意见, 可访问<http://www.caltrain.com/athertonclosure>在线填写意见表格、发送信件或电子邮件、或拨打电话, 信息如下:

Board Secretary

Peninsula Corridor Joint Powers Board

P.O. Box 3006, San Carlos, CA 94070-1306

Changes@caltrain.com 1:800.660.4287 (文本电话: 650.508.6448)

如需笔译或口译帮助, 请在会议开始至少三天前致电1.800.660.4287与Caltrain联系。

Para traducción llama al 1.800.660.4287; 如需翻译, 请拨 1.800.660.4287.

1. The Caltrain Board of Directors is considering a proposal to close and discontinue service for Atherton Station. We are soliciting feedback from members of the public on the proposed service changes.

• 加州铁路局正在考虑应否关闭Atherton车站 (Atherton Station)。我们需要征求公众人士的意见。

2. The Deadline to submit your comments is August 6th, 2020

• 阁下提交本意见书的截止日期是: 2020年8月6日。

3. Please mark (select?) 'yes' or 'no' and provide additional comments about your position on the proposed station closure.

• 请选择“是 Yes”或“否 No”作为您的答案。又, 请在第8条问题下写下您的建议。

4. Name

您的名字

5. City of Residence

您的住址

6. Do you currently board or alight at Atherton Station? Yes or No.

• 您有使用Atherton车站上车下车吗? 是或否?

7. Do you support the full closure of the Atherton Station? Yes or No.

• 您支持将Atherton车站完全关闭吗? 是或否?

8. Comment

• 请写下其他建议

9. "Thank you. Your comment has been successfully received by our server."

• 谢谢。我们的电脑系统已经成功接收到您提供的意见。

10. "Your form has not been submitted. We either had trouble understanding the following fields or we need additional information."

• 对不起; 我们的系统未能接受您提交的意见书。可能是因为电脑未能理解您为下列问题栏目所提供的回答。

CNSB#3390826

9.2

# EL OBSERVADOR (SPANISH TRANSLATION)

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

## EL OBSERVADOR

On the following dates:

07/17/2020, 07/24/2020

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

**31st day of July 2020**



RENE ANDAL

Signature

**3379686**

*"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"*



### Peninsula Corridor Joint Powers Board AVISO DE AUDIENCIA PÚBLICA Y REUNIÓN Propuesta de cierre de la estación Atherton de Caltrain

Peninsula Corridor Joint Powers Board (PCJPB, por sus siglas en inglés) llevará a cabo una audiencia pública con el fin de recibir comentarios sobre la propuesta del cierre de la estación Atherton de Caltrain. El cierre propone discontinuar el servicio de la estación Atherton y retirarla de futuros cronogramas. El 15 de enero del 2020, el Pueblo de Atherton apoyó tentativamente el cierre de la estación, de conformidad con un Acuerdo en un Memorando de Entendimiento entre ambas partes.

En la actualidad, la estación solo recibe servicio los fines de semana y cada 90 minutos, con un promedio de 114 pasajeros por día. La configuración de abordaje central de la estación limita las operaciones, ya que los trenes que vienen desde la dirección opuesta deben esperar por seguridad hasta que los pasajeros aborden el tren en la estación.

#### Sesión pública

Caltrain llevará a cabo una sesión virtual para presentar las propuestas y recibir comentarios del público.

Miércoles, 29 de julio del 2020, 5:30 p.m.  
Enlace Zoom: <https://zoom.us/j/97368870471>  
Identificador de webinar: 973 6887 0471  
Acceso telefónico: 1.669.900.9128; Identificador de reunión: 9736 8870 471

#### Audiencia pública

Los Directores de PCJPB llevarán a cabo una audiencia pública virtual para discutir el propuesto cierre de la estación. El Consejo invita al público a participar en esta audiencia, para tratar el posible cierre de la estación de Atherton. El público puede participar mediante el enlace Zoom de internet y/o por teléfono.

Jueves, 6 de agosto del 2020, 9 a.m.  
(o poco después, tan pronto como esté el público listo)

Zoom info: <https://zoom.us/j/95032112562>  
Webinar ID: 950 3211 2562  
Acceso telefónico: 1669.900.9128;  
ID Reunión: 950 3211 2562

El público puede enviar comentarios antes de la audiencia, mediante el formulario en línea de [www.caltrain.com/athertonclosure](http://www.caltrain.com/athertonclosure), o por correo regular, electrónico o por teléfono:

Board Secretary (Secretaría)  
Peninsula Corridor Joint Powers Board  
P.O. Box 3006, San Carlos, CA 94070-1306  
[Changes@caltrain.com](mailto:Changes@caltrain.com) 1.800.660.4287 (TTY 650.508.6448)

Para solicitar servicios de traducción o interpretación, sírvase llamar a Caltrain al teléfono 1800.660.4287 con tres días de anticipación como mínimo | 如需翻譯,請電 1800.660.4287.

7/17, 7/24/20  
CNS-3379686#  
EL OBSERVADOR





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## Propuesta de cierre de la estación Atherton de Caltrain

[English](#)   [汉语](#)

Peninsula Corridor Joint Powers Board (PCJPB, por sus siglas en inglés) llevará a cabo una audiencia pública con el fin de recibir comentarios sobre la propuesta del cierre de la estación Atherton de Caltrain. El cierre propone discontinuar el servicio de la estación Atherton y retirarla de futuros cronogramas. El 15 de enero del 2020, el Pueblo de Atherton apoyó tentativamente el cierre de la estación, de conformidad con un Acuerdo en un Memorando de Entendimiento entre ambas partes.

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**Identificador de webinar: 973 6887 0471 Acceso telefónico:**  
 1.669.900.9128; **Identificador de reunión: 9736 8870 471**

### Audiencia pública

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The [@sfbos](#) unanimously passed a resolution on Friday allowing the [@Caltrain](#) Joint Powers Board to put a 1/8 cent sales tax measure on the November ballot to fund Caltrain operations and capital improvements. [@AaronPeski](#) [@shamannwalton](#) [@MattHaneySFsfcta.org/blog/s/caltrain...](#)

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Today the San Francis...  
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## TRANSLATED WEBSITE (SPANISH)

Propuesta de cierre de la estación Atherton de Caltrain

**Jueves, 6 de agosto del 2020, 9 a.m.**

(o poco después, tan pronto como esté el público listo)

**Zoom Info:** <https://zoom.us/j/95032112562>

**Webinar ID:** 950 3211 2562 **Acceso telefónico:** 1.669.900.9128; ID Reunión: 950 3211 2562

El público puede enviar comentarios antes de la audiencia, mediante el formulario en línea de [www.caltrain.com/athertonclosure](http://www.caltrain.com/athertonclosure), o por correo regular, electrónico o por teléfono:

**Board Secretary (Secretaría)**

**Peninsula Corridor Joint Powers Board**

P.O. Box 3006, San Carlos, CA 94070-1306

[Changes@caltrain.com](mailto:Changes@caltrain.com) 1.800.660.4287 (TTY 650.508.6448)

*Para solicitar servicios de traducción o interpretación, sírvase llamar a Caltrain al teléfono 1.800.660.4287 con tres días de anticipación como mínimo*

La Junta de Consejo de Caltrain está considerando una propuesta para cerrar y discontinuar el servicio para la estación de Atherton. Estamos solicitando opiniones de los miembros del público sobre los propuestos cambios de servicio.

El último día para enviar sus comentarios es el 6 de agosto de 2020.

Marque sí o no, y dejemos saber sus comentarios adicionales y su posición sobre la propuesta de cerrar la estación.

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Submit

Nombre

Ciudad de residencia

Actualmente aborda o baja en la estación de Atherton?

Sí  No

Apoya el cierre total de la estación de Atherton?

Sí  No

Comentario

Submit

# TRANSLATED WEBSITE (CHINESE)



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## 关闭Atherton Caltrain车站提议

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半岛走廊联合电力委员会 (Peninsula Corridor Joint Powers Board, 简称 PCJPB) 将召开公开听证会, 听取公众对关闭Atherton Caltrain车站提议的意见。此次关闭将永久终止Atherton车站服务, 并从未来的时刻表中移除该站。2020年1月15日, 根据双方签订的谅解备忘录, Atherton镇暂时支持关闭Atherton车站。

目前, Atherton Caltrain站仅每90分钟提供有限的周末服务, 周末每天平均有114名乘客。车站“中心点上车”的配置限制了车辆运行, 因为出于安全目的, 当乘客在站台乘车时, 为安全起见, 相向行驶的火车必须等待或“留出”空间。

### 公开会议

Caltrain将召开线上会议, 介绍提案并听取公众意见。



2020年7月29日周三, 下午5:30

Zoom会议链接: <https://zoom.us/j/97368870471>

房间号: 973 6887 0471 电话接入: : 1.669.900.9128; 会议 ID: 9736 8870 471

### 公开听证会

半岛电力联合委员会将召开线上公众听证会, 讨论关闭车站的提议。委员会在听证会上就可能关闭Atherton站一事征询公众意见。公众可以通过Zoom网络链接和/或通过电话参与。

2020年8月6日周四, 上午9:00

(或随后不久就此事听取意见)

Zoom会议链接: <https://zoom.us/j/95032112562>

房间号: 950 3211 2562 电话接入: 1.669.900.9128; 会议 ID: 950 3211 2562

听证会之前, 欲发表意见, 可访问 [www.caltrain.com/athertonclosure](http://www.caltrain.com/athertonclosure), 在线填写意见表格、发送信件或电子邮件、或拨打电话, 信息如下:

**Board Secretary**

**Peninsula Corridor Joint Powers Board**

P.O. Box 3006, San Carlos, CA 94070-1306

[Changes@caltrain.com](mailto:Changes@caltrain.com) 1.800.660.4287 (文本电话 650.508.6448)

如需笔译或口译帮助, 请在会议开始至少三天前致电1.800.660.4287与Caltrain联系。

Para traducción llama al 1.800.660.4287; 如需翻译, 请拨 1.800.660.4287.

加州铁路局正在考虑是否关闭Atherton 车站 (Atherton Station)。我们需要征求公众

关闭Atherton Caltrain车站提议

**TRANSLATED  
WEBSITE  
(CHINESE)**

人士的意见。

阁下提交本意见书的截止日期是：2020年8月6日。

请选择‘是 Yes’或‘否 No’作为您的答案。又，请在第8条问题下写下您的建议。

Page 1 of 1

Submit

您的名字

您的住址

您有使用Atherton 车站上车下车吗？

是  否

您支持将Atherton 车站 完全关闭吗？

是  否

请写下其他建议

Submit



## **ATTACHMENT 11 – WEBSITE AND EMAIL COMMENTS**

#	Date	City of Residence	Do you currently board or alight at Atherton Station?	Do you support the full closure of the Atherton Station?
1	7/7/2020 2:29:34 PM	San Mateo	Yes	No
4	7/13/2020 9:20:27 AM			
5	7/13/2020 9:23:05 AM	San Mateo	Yes	Yes
6	7/13/2020 9:44:18 AM			
7	7/13/2020 10:51:10 AM	San Mateo	Yes	Yes
8	7/13/2020 11:56:29 AM	Atherton	Yes	Yes
9	7/13/2020 3:04:03 PM	Atherton	No	No
10	7/15/2020 1:01:46 PM		No	Yes
11	7/20/2020 11:46:31 PM	Menlo Park	No	No
15	7/23/2020 10:11:35 AM	Atherton	No	Yes
16	7/23/2020 10:47:49 AM	Atherton	No	Yes
17	7/23/2020 10:48:38 AM	Atherton	No	Yes
18	7/23/2020 12:20:11 PM	Atherton	Yes	Yes
19	7/26/2020 5:22:22 PM	Atherton	Yes	Yes
20	7/27/2020 3:41:58 PM	Atherton	Yes	No
21	7/28/2020 8:20:33 AM	atherton, ca	Yes	Yes
22	7/28/2020 10:25:10 AM	atherton	No	Yes
23	7/28/2020 12:20:22 PM	Atherton	No	Yes
24	7/28/2020 2:03:31 PM	Atherton	No	Yes

25	7/28/2020 7:04:38 PM	Atherton	No	Yes
26	7/29/2020 3:29:39 PM	Atherton	No	Yes
27	7/29/2020 5:51:04 PM	Redwood City	No	Yes
28	8/5/2020 1:52:37 AM		No	No
29	8/5/2020 5:39:14 PM	Atherton	No	Yes
30	8/5/2020 6:39:26 PM			
31	8/5/2020 6:59:09 PM	Atherton	Yes	Yes
32	8/5/2020 11:07:54 PM	Atherton	No	Yes
33	8/17/2020 11:30:53 AM	Atherton	Yes	No
34	8/21/2020 9:33:03 PM	Atherton	Yes	Yes
35	8/24/2020 8:04:36 AM	Atherton	No	Yes
36	8/24/2020 12:25:57 PM	Atherton	Yes	No
37	8/24/2020 1:22:56 PM	Atherton	Yes	No
38	8/26/2020 2:23:33 PM	Atherton	Yes	No
39	8/29/2020 9:36:54 PM	Atherton	Yes	Yes
40	9/1/2020 1:43:09 PM	Sunnyvale	Yes	No
41	9/2/2020 11:40:49 AM	North Fair Oaks/Redwood City	No	No
42	9/2/2020 12:26:59 PM	Menlo Park	Yes	No
43	9/2/2020 1:38:45 PM	Menlo Park (unincorporated)/North Fair Oaks	No	No
44	9/2/2020 2:24:52 PM	Menlo Park	No	No
45	9/2/2020 6:02:03 PM	Menlo Park	Yes	No
46	9/2/2020 7:12:27 PM	unincorporated Menlo Park	Yes	No
47	9/2/2020 7:32:03 PM	Menlo Park	Yes	No
48	9/2/2020 8:06:56 PM	Redwood City	No	Yes
49	9/2/2020 8:39:39 PM	Atherton	Yes	No

50	9/2/2020 9:19:05 PM	Atherton	No	Yes
51	9/2/2020 9:19:39 PM		Yes	No
52	9/2/2020 9:29:10 PM	Atherton	Yes	No
53	9/2/2020 9:40:10 PM	Menlo Park	Yes	No
54	9/3/2020 4:00:53 AM	Atherton	No	No
55	9/3/2020 8:32:06 AM		Yes	No
56	9/3/2020 9:40:50 AM	Redwood City	Yes	No
57	9/3/2020 10:44:39 AM	Atherton	No	Yes
58	9/3/2020 1:58:10 PM		Yes	No
59	9/3/2020 4:39:35 PM	Menlo Park (county)	Yes	No
60	9/5/2020 3:46:03 AM	Atherton	No	No

**From:** Eileen Lepera  
**To:** [changes@caltrain.com](mailto:changes@caltrain.com)  
**Subject:** Atherton. Train station  
**Date:** Wednesday, September 2, 2020 2:37:16 PM

---

Please do not close this train station. Many people from Menlo Park and Redwood City would prefer to use it as the other two towns are very very crowded

We need to have this kept open

Sent from my iPhone

**From:** Margaret Winters  
**To:** [changes@caltrain.com](mailto:changes@caltrain.com)  
**Subject:** comments about the Atherton closure -- please read!!!!  
**Date:** Thursday, September 3, 2020 9:15:04 AM

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[Caltrain to close our station! please comment today.](#) Is Atherton your closest train station? For much of NFO it is. Don't let Caltrain's board ignore us. Permanently closing the station during a pandemic, when ridership is down, is short-sighted in the extreme. We live in an area that begs for MORE public transportation options, not fewer. This move will cost us all dearly in the ways it will affect our community and options for the future. Please see below and register objection to compromising NFO transportation and quality of life. CalTrain is closing the Atherton Train Station permanently and it's having a Public Hearing tomorrow morning, but comments opposing or supporting this action need to be sent before this hearing. So if you have time, and if you think that the Atherton Train Station is or it would be more convenient for your transportation needs, please send a comment saying so or opposing this closure before tomorrow's Public Hearing (see the details to send public comment below via email, phone or regular mail). The City of Atherton has agreed to this permanent closure because their use for this is non-existent, and also because they want to expand their City Hall/Community Center right next to the train station, but as we know this closure will affect people from Menlo Park, Redwood City and North Fair Oaks who would very much like to have a closer and more accessible train station rather than going to the Menlo Park or the Redwood City stations -which by the way, will get more crowded than they already are with this closure. The Atherton Station has had low ridership because CalTrain reduced its service to weekend-service-only, essentially giving this station a slow death, and also because pedestrian access to that train station has always been terrible (there's no public lighting, no sidewalks, no services, etc.).

Remember that once this station is closed, it will be gone permanently. I personally think it is a disservice to the surrounding communities, which could benefit with better access to that train station and with increased train services on weekdays. Public Hearing: The Peninsula Corridor Joint Powers Board of Directors will hold a virtual public hearing to discuss the permanent station closure. The Board invites public comment on the potential closure of Atherton station at the hearing. The public may participate via a Zoom web link and/or by phone. Thursday, September 3, 2020 at 9 a.m. (or as soon thereafter as the matter may be heard) Zoom Info:

<https://samtrans.zoom.us/j/93207729581> Webinar ID: 932 0772 9581 Access via Telephone: 1.669.900.9128; Meeting ID: 932 0772 9581 Prior to the hearing, comments may be sent by completing the online comment form at [www.caltrain.com/athertonclosure](http://www.caltrain.com/athertonclosure), by email at [Changes@caltrain.com](mailto:Changes@caltrain.com), by phone calling at 1.800.660.4287 (TTY 650.508.6448), or by mail writing to: Board Secretary Peninsula Corridor Joint Powers Board P.O. Box 3006, San Carlos, CA 94070-1306



## [Join our Cloud HD Video Meeting](#)

[samtrans.zoom.us](https://samtrans.zoom.us)



Posted in

[General](#) to 27

neighborhoods 25

Comments

[Melissa Prado](#)

- 

North Fair Oaks-Menlo

How many times a year do you use it? I stopped using the Atherton train station over a decade ago when they changed the Zone. I only travel Northbound, so to save a couple bucks I go to Redwood City train station.

19 hr ago



[Laura Caplan](#)

- 

North Fair Oaks-Menlo

Well of course right now most of us are not using it. But still SO shortsighted to permanently close it! And yes, since they cut back the weekday service, that was a blow that naturally cut back ridership. Now they use that as an excuse. This is the only train station I can walk to. I don't use it frequently but many more people would in the future if they promoted it instead of making it difficult. It seems they discouraged use as they didn't want "outsiders" in Atherton. I used to commute to SF and see the old guys from Atherton board in their suits and hats. Yes, hats. Times change, and a different generation could benefit from the existing station. They need to evolve their thinking, not cut off the options for future generations.

19 hr ago



[Emily Cornwell](#)

- 

North Fair Oaks-Menlo

"Town staff noted it would cost about \$30 million to upgrade the station to bring back full weekday service."

<https://www.almanacnews.com/news/2020/01/17/atherton-signs-off-on-caltrain-proposal-to-permanently-close-its-train-station>

19 hr ago



[Paul Zehms](#)

- 

Friendly Acres

The town of Atherton worried about the cost of a vital rail connection point? Give me a break. Or is it just a way to keep those "pesky" common folk out of the neighborhood?

10 hr ago



[Maggie Paulsen](#)



- 

North Fair Oaks-Menlo

Thank you for sharing. I just completed the online feedback form. 19 hr ago



[Nerissa Dexter](#)

- 

Lloyden Park

Dear Laura & Neighbors, The idea is to create a significantly better train service for all users by:

increasing the number of quicker, Express Trains & providing much more frequent Train Service Availability (stopping every 15 minutes, is the goal) as Electrification becomes operational. But increasing trains' service-frequency would be undermined by trying to re-open Atherton, because station stops must be taken away from the Menlo Park & Redwood City Stations, in order to create the stops necessary to re-introduce week-day service to Atherton Station (after 15 years). Since the \$30 Mil of taxpayer money -- necessary to make Atherton Station compatible with Electrification -- is NOT budgeted, the Station will have to be closed anyway or it will become a bottleneck for the Electrified system. • This is because antiquated Atherton Station requires that all Southbound trains must stop moving -- well before approaching the platform area -- every time a Northbound train is stopping at this "Hold-Out-Rule" station -- or passengers could be hit by an on-coming train when boarding or dis-embarking. • Atherton Station is a serious public safety hazard: anyone, at any time, can wander onto the middle of the tracks from the grade-level pathways, over the southbound track, pathways which were paved to provide boarding access to trains stopped on the northbound track for this antiquated Station. Caltrain wants to invest taxpayer money in creating a better rail service for the all communities, a better service in which people could realistically be able to choose the train over the car far more often than now. It would be significantly more beneficial to invest \$30 Million+, and the savings from operating expenses, to improve nearby, viable, commuter stations, like Menlo Park & Redwood City, which could have the critical mass of service-frequency and express-train-availability, which Atherton can never have, given its limitation of only 33 Caltrain parking spaces.

16 hr ago



[Catherine Kircos](#)

•

North Fair Oaks - West

I am a Caltrain commuter living close to Atherton station but forced to go all the way to RWC to commute. I never drive to Caltrain and I don't think most users do. Before covid I would bike 2 miles to RWC despite living 400ft from the tracks.

13 hr ago



[Cat Westover](#)

•

Lindenwo

od

We live walking distance to the Atherton train station and (over the past 20 years) use it from time to time- mostly going to Sharks and Giants games (so weekends)- usually there are only 2 or 3 of us getting on or off the train. The city council did their due diligence when they stopped the weekday service and they've done their due diligence this time. They has has been talking about it and sending emails about it for years. Much as I like the weekend service, the very few of us that use it wastes the time of the thousands that don't. The low usage occured years before Covid. It is nothing new. I won't even get into the grade separation and upgrade costs the town can't afford. And Atherton hasn't and doesn't "discourage outsiders." The Town has always been welcoming to everyone at the library events, park events and the train station.

15 hr ago



[Catherine Kircos](#)

-

North Fair Oaks - West

I hear you but since they cut off weekday service in 2005 I feel like it's worth another shot given how much the area has changed since then. I live in North Fair Oaks and Atherton station is the closest one to me, yet I would ride my bike 2 miles each way to RWC Caltrain every day to commute to work (before covid). I think there are many commuters in NFO who would use the station but don't have the chance.

14 hr ago



[Catherine Kircos](#)

- 

North Fair Oaks - West

I live in North Fair Oaks a few houses from the Caltrain tracks. Despite living literally 400 ft from the tracks, I am 2 miles from both Menlo Park and RWC Caltrain stations. Before covid, I would ride my bike to RWC station every day to get to work. It's a shame that Atherton station is not in use for commuting and they are ignoring commuters in NFO.

14 hr ago



[David Koffman](#)

- 

North Fair Oaks-Menlo

Caltrain is struggling to stay afloat. Spending money on poorly used service to Atherton will not. 14 hr ago



[Joan Cronin](#)

- 

MPVilla

s

I agree that the Atherton Station should be closed. 13 hr ago



[Donna Ewart](#)

-

North Fair Oaks-Menlo

When they changed the zone North and went to weekend only service, they killed it for most of us who would use it :(

13 hr ago



[Jim Smith](#)

- 

Pacific to 5th

I'm all for closing Atherton station. One of my best memories of this station was one time when Caltrain was approaching and stopped the conductor changed his voice to reflect that of a butler or servant of a rich person. All of us normal folk busted out laughing.

12 hr ago



[Susan Walker](#)

- 

Friendly Acres

Atherton is closer & easier for me than RWC but I don't commute. I use Caltrain for Giants and Warriors games, and if I can't get back home after a game it's pretty useless for me.

12 hr ago



[Margaret Winters](#)

- 

West Atherton

When we travel in Europe, we often take the train for both short and long distances. Train travel is an excellent way to get commuters off the crowded freeways, as well as being a relaxing and pleasant way to get where you're going. My grandfather worked for SP for 50 years, and I commuted to the City for 13 years on Caltrain and found it to be the easiest and most dependable way to travel back and forth. I'm very surprised that with all of our very recent experience during the SIP, with much less road traffic, that we wouldn't want to embrace more public transportation. I really hope that more people will contact our Town and encourage them to restore daily service to Atherton, and encourage ridership to help us to move forward, not backward.

Edited 12 hr ago



[Dave Pearce](#)

- 

Friendly Acres

They want people to stop driving and use mass transit and then keep cutting the public mass transit stations? Sounds like government thinking to me.

12 hr ago



[Giacomo Marini](#)

- 

West Atherton

Respectfully, and I acknowledge that there might a question of semantics around "mass transit", but denoting Atherton as a mass transit station might be a bit of an overstatement. I am all for increased and improved public transportation and train service, but I believe the decision to close Atherton Station is a thoughtful and rational one, in the context of making the regional system more cost effective and efficient. Edited

11 hr ago



[Claudia Olalla](#)

•

North Fair Oaks-Menlo Thanks for the heads up 11 hr ago



[Angel Vina](#)



**Nextdoor is the neighborhood hub for trusted connections and the exchange...**

Nextdoor is the neighborhood hub for trusted connections and the exchange of helpful information, goods, and ser...

• Lindenwood

Independently of everyone's personal need or convenience for our Atherton station, a good public transit system, and specially a good train network connecting our community to the rest of the Bay Area, is an asset we should not lose. This lost will damage our score as a top quality place to live and will jeopardize our future development as a modern community. If the station didn't work economically in the past, Caltrain should work with the TofA and the Atherton community in finding a way that makes it viable and valuable.

5 hr ago

**ATTACHMENT 12: SUMMARY OF COMMENTS  
FROM VIRTUAL PUBLIC MEETING COMMENT**



## Verbal Comments

Malcom Dudley

- Promise made by Caltrain for restoration of Atherton service will be broken. Measure A, transportation. Atherton was part of the budget, got dropped.

Michael McPherson

- In favor of MOU and town of Atherton. In everyone's best interest. Whatever Caltrain can do to increase ridership will be in everyone's best interest. Resident of Atherton.

Tristan Lopus

- Resident of Atherton. Sounds like a good idea for several reasons. I didn't know how long Atherton station has been there, it is really cool. Anything that can be done to honor the history of the station would be cool.

Nerissa Dexter – Atherton Rail Council

- Please close the station to save taxpayer 30M+ which is the amount of money that Caltrain is necessary. Severe limitation of parking spaces. Encourage you to close the station.

Matt

- Echo comments of others, support closing the station. Win Win.

John Maulbetsch

- Somewhat of a consensus is that people look at the station is a win-win. Benefit of the station closure accrues more to Caltrain than to Atherton. It has been clear for years that Caltrain has wanted to close. Actions taken by Caltrain lead to reduction in ridership, which lead to more justification for closure. Closure seems likely. Historic lost to the town. Would like to insist that Caltrain provide all the clear benefits to the town. Quad gate. Would like to see them come rapidly. Bike path to come rapidly. Hope that cost would be born by Caltrain. Hope the engineers honor quiet zone like they don't now.

## Written Comments/Questions

Roland 06:08 PM

Just as an FYI you are conflicting with MTC's Plan Bay Area presentation in San Francisco

Anonymous Attendee 06:10 PM

Thank you, Ryan and team. Very good presentation. Roland

06:13 PM

There are hundreds of stations which have been converted to private residences or public space all over Europe.

Anonymous Attendee 05:38 PM

please give us the numbers from every count because we can't see who is participating or how many people are responding.

Ryan McCauley 05:45 PM

We had 4 people raise hands for Atherton residents, 2 for who rode the train regularly, and 5 for who rarely or never took the train. We have 20 total participants as of now.

Tristan Lopus 05:51 PM

What have been key points or insights of the feedback you have gathered from the community so far?

This question has been answered live

Roland 05:52 PM

Have you considering a North Fair Oaks station with passing tracks to replace Atherton and, if not, why not?

This question has been answered live

Roland 05:55 PM

Will intrusion detection be integrated with the quad gates and, if not, why not? This question has been answered live

**ATTACHMENT 13 - PUBLIC HEARING  
COMMENTS AND BOARD CORRESPONDENCE**

July 19, 2020

Peninsula Corridor Joint Powers Board

P. O. Box 3006

San Carlos, CA 94070

Subj: Proposed Closure of Atherton Caltrain Station (Wednesday, July 29, 2020)

Honorable Chair and PCJPB Board Members:

The permanent closure of the Atherton Station would be a broken promise, a promise that was made by Caltrain to restore service as soon as the system was electrified. The Atherton Drop Station, then known as Fair Oaks, was the oldest train stop in the entire state of California, serving this area since 1866, a full 57 years prior to Atherton's incorporation in 1923. I served on the Atherton City Council for 24 years, and during that time I served on several regional boards, including the San Mateo County Transportation Authority. In 1988 an Expenditure Plan Committee was formed to identify projects that would be funded with the Measure "A" sales tax funds. I was one of seven members on this committee (4 city council members, 2 board of supervisors members and one SAMTRANS member). The proposal provided only \$20 million total for Caltrain over a fifteen-year period. Caltrain's survival depended upon receiving additional funds for capital improvements, Right-of-Way acquisition, etc. as the ten-year State of California subsidy was ending in two years. I was the sole dissenting vote. This expenditure plan needed the support of a majority of San Mateo County cities prior to going to a public vote. Along with Frank Pagliaro, then mayor of Burlingame, the two of us were able to get a majority of San Mateo County cities to oppose this expenditure plan. We then formed a new Expenditure Plan Committee, which included all twenty cities, two supervisors and one SAMTRANS member. We made Caltrain the top priority, with half of all the sales tax funds going to Caltrain, which provided approximately \$500 million over a twenty-year period. With the successful passage of this measure in 1988, we formed the San Mateo County Transportation Authority to administer these funds. I chaired this authority, and with the sales tax funds received during the first three years we were able to acquire the rail Right-of-Way, including loans to San Francisco County and to Santa Clara County, as their expenditure plans had not included that expenditure.

The point in reviewing this history is to demonstrate Atherton's support for Caltrain over some of the most critical times in Caltrain's history. Atherton residents supported the renewal of Measure "A" with a seventy one percent support for this measure, whose support assumed continued rail service at our Atherton Station. Permanent closure of our station would be a serious breach of promise to Atherton residents. An earlier survey of Atherton residents showed an overwhelming 84% support for retaining rail service at our Atherton Station.

There has been a history of Caltrain eliminating our peak time service, apparently in an effort to eventually deny our service all together. Previously we had many school children using the Atherton station to travel to their schools. Their train service was eliminated. Atherton train stops were reduced significantly in 2002 and 2004. When Caltrain eliminated all weekday service the town was assured that we would receive restoration of our services when the system was electrified. We believed that promise. With Caltrain considering a new sales tax measure it would be important for voters to have

confidence that they could trust Caltrain to honor its promises, that services would not be indiscriminately eliminated.

Additionally, Atherton residents have made a large investment in Caltrain through the sales tax funds. Based upon the 2004-2005 Caltrain Allocation (from sales tax in San Mateo County) Caltrain's allocation was estimated to be \$29,167,758 (of which \$547,770 was from Atherton residents). Over the 20-year life of this Measure "A" Atherton residents paid an estimated \$9,389,991. If service is permanently taken from Atherton the residents would still have to continue paying this sales tax, but would no longer be served by Caltrain. Atherton would become the only city on the entire Caltrain line that received no service. I don't want to even consider what the consequences would be from this discriminatory treatment of an entire city.

There would be major disadvantages to Atherton residents if the station were permanently closed. Atherton riders enjoy many conveniences using the Atherton station, including unlimited parking. All other Caltrain stations limit parking to twenty-four hours, with cars towed away at the end of the twenty-four-hour period. Several of us worked with Facebook on a plan that would increase Facebook employee Caltrain ridership from stations to the north, with a shuttle running from the Atherton station to the Facebook campus, so ridership numbers are not a justification for denying Atherton its historic rail service.

In summary, public service has always been an important part of my life, believing that our government is here to honestly serve the needs of the public. In addition to serving on our city council and several regional bodies I served thirty-two years in the Navy, retiring as a naval captain. I have believed that the public should be able to reliably count on our governmental bodies to honestly serve the needs of our public and that their word is their bond. Upon my retirement from the city council and regional bodies an Almanac editorial was written describing my tireless efforts on behalf of preserving Caltrain. If you have any doubt as to my efforts on behalf of preserving peninsula rail service I would refer you to the Almanac editorial "Malcolm Dudley the unsung hero"

Thank you.

Malcolm Dudley



JPB Board of Directors  
Meeting of September 3, 2020

Correspondence as of September 2, 2020, Part II

# Subject

- 1 Closure of Atherton Train Station
- 2 Resident Objection to Proposed Closure

**From:** [Janet Davis](#)  
**To:** [Public Comment](#)  
**Subject:** Closure of Atherton train station  
**Date:** Wednesday, September 2, 2020 12:12:08 PM

---

There is a wider population that would want to use the Atherton station than merely the residents of Atherton: there is the nearby community of South Fair Oaks and the residents of the county and RWC area on the other side of El Camino. Ridership is low in good part because of the incompetent management of Caltrain, which is under the "leadership" of Jim Hartnett who has absolutely no qualifications for the job. If you want more people taking advantage of public transportation you need to make that transportation available to people when and where they need it. Atherton is an exclusive community, but Caltrain is supposed to be for the benefit of the entire population, not merely the privileged few. Rather than closing down stations and reducing service Caltrain should hire a competent executive and do a survey of public needs, so that the train can be better utilized.

**From:** [Laura Caplan](#)  
**To:** [Public Comment](#)  
**Subject:** Resident objection to proposed closure of Atherton station  
**Date:** Wednesday, September 2, 2020 12:44:45 PM

---

To Whom it May Concern,

I have only today learned that the Board is considering a permanent closure of the Atherton Train station. It is disappointing to say the least that the Board would consider this during a pandemic when of course ridership is down. What a shortsighted move this would be!

Why have local residents not been notified of this proposal? Why would it be done in relative secret at a time when so many people are homebound due to the pandemic? This is unethical and counter-productive. We need MORE public transportation, not less. Who among us does not recognize that fact? This move would negatively affect our community in so many ways.

In the midst of all the local efforts (both public and private) to create additional public transportation options, what is the reason you would consider shutting down a station that is in close proximity to some of the most underserved populations in the region? The Atherton station is walking distance from much of North Fair Oaks, which is home to a high-density population within unincorporated San Mateo County. It was a bad move when, instead of promoting ridership, Caltrain shut down the regularly scheduled stops. But closing the Atherton station permanently would be a terrible mistake. You may also consider the historic nature of the station.

I don't use it daily (obviously now) but have still counted on use of this station for 40 years! Please do NOT close this station but reinstate ability to use it more. I well remember the days I used the station to commute to work in San Francisco accompanied by all the men who still wore suits and hats to work. Times change. But it is clear that in the near future we will need stations like this more than ever. Care enough to use common sense and figure out now how this station can be used in future rather than destroyed.

Laura Caplan  
resident of North Fair Oaks/ Menlo Park





JPB Board of Directors  
Meeting of September 3, 2020

Correspondence as of August 25, 2020

# Subject

1 Atherton Station Closure

**From:** [Nerissa Dexter](mailto:Nerissa.Dexter)  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [caltrainboard@samtrans.com](mailto:caltrainboard@samtrans.com); [changes@caltrain.com](mailto:changes@caltrain.com); [boardsecretary@caltrain.com](mailto:boardsecretary@caltrain.com)  
**Cc:** [ngdexter@comcast.net](mailto:ngdexter@comcast.net); [Nerissa Dexter](mailto:Nerissa.Dexter)  
**Subject:** ATHERTON STATION CLOSURE SUPPORT: JPB Correspondence  
**Date:** Monday, August 24, 2020 5:01:11 PM  
**Importance:** High

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CAUTION: This email originated from outside of the San Mateo County Transit District. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Dear Peninsula Corridor Joint Powers Board, Honorable Chair and

Board of Directors: We support Caltrain's proposal to close their

Station in Atherton for the following reasons.

It would be irresponsible to spend an estimated \$30 Million dollars, plus – which is necessary to upgrade this little-used station for electrification (to eliminate the "Hold-Out-Rule") -- given the severe constraint of having only 33 parking spaces to accommodate passengers. (Note: 33 is Caltrain's official number, as reported to the MTC.) Keeping this station open would result in a squandering of Caltrain's limited financial resources and, ultimately, taxpayers' money.

It would be significantly more beneficial to our transportation system, to invest this \$30 Million+, and the savings from operating expenses, to improve nearby, viable, commuter stations, like Menlo Park & Redwood City, which could have the critical mass of service-frequency and express-train-availability -- sufficient to attract 300-500 additional passengers to Caltrain.

But, providing the desirable level of service-frequency will be compromised if station stops are taken away from Menlo Park / Redwood City, in order to create the stops necessary to re-introduce week-day service to Atherton Station (after 15 years).

I encourage Caltrain to close Atherton Station as soon as feasible, because it is a public safety hazard: anyone, at anytime, can wander onto the middle of the tracks from grade-level pathways, over the southbound track, which were paved to provide boarding access to trains on the northbound track which are stopped at this antiquated Station.

Since there are ZERO dollars budgeted through 2027 in Caltrain's 10 Year Capital Improvement Plan (as officially recorded with the MTC), the Atherton Station will have to close anyway, in order NOT to undermine Electrification's commitment to increased throughput.

Let's invest taxpayer money in creating a better rail service for the entire

community, a better service in which people could realistically be able to choose the train over the car far more often than now. Atherton residents can easily use nearby Menlo Park and Redwood City Stations. (Indeed, in parts of Atherton, the Menlo Park Station is physically closer than the Atherton Station.)

Thank you,

Neil and Nerissa Dexter, Atherton, CA, 08/2020



JPB Board of Directors  
Meeting of September 3, 2020

Correspondence as of August 28, 2020

# Subject

- 1 Proposed Closure of Atherton Caltrain Station
- 2 WPLP Item 4 - Minutes
- 3 Transit Unions Blast Bay Area Coronavirus Safety Plan
- 4 Homeless Encampment

**From:** [Malcolm Dudley](#)  
**To:** [Public Comment](#)  
**Cc:** [Jim Janz](#); [Malcolm Dudley](#)  
**Subject:** Proposed Closure of Atherton Caltrain Station  
**Date:** Tuesday, August 25, 2020 4:16:44 PM

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## Peninsula Corridor Joint Powers Board

### Honorable Chair and PCJPB Board

#### Members:

The permanent closure of the Atherton Station would be a broken promise, a promise that was made by Caltrain to restore service as soon as the system was electrified. The Atherton Drop Station, then known as Fair Oaks, was the oldest train stop in the entire State of California, serving this area since 1866, a full 57 years prior to Atherton's incorporation in 1923. In 1988 a San Mateo County Expenditure Plan Committee was formed to identify projects that would be funded with the Measure "A" sales tax funds. Malcolm Dudley served on this committee and led the fight to increase Caltrain's share of the sales tax revenues from \$20 million to approximately \$500 million. Caltrain's survival depended upon receiving additional funds for capital improvements and Right-of-Way acquisition as the ten-year State of California subsidy was ending in two years. With the successful passage of this San Mateo County Measure "A" in 1988 we formed the San Mateo County Transportation Authority to administer these funds. With the sales tax funds received during the first three years we were able to acquire the Rail Right-of-Way. San Mateo County loaned funds to San Francisco County and to Santa Clara County, as their expenditure plans had not included that expenditure.

The point in reviewing this history is to demonstrate Atherton's support for Caltrain over some of the most critical times in Caltrain's history. Atherton residents supported the renewal of San Mateo County Measure "A" with a seventy one percent support for this measure. Support was based upon the promise of continued rail service at the Atherton Station. Permanent closure of our station would be a serious breach of promise made to Atherton residents. An earlier survey of Atherton residents showed overwhelming 84% support for retaining rail service at our Atherton Station. Personally we would find it hard to support the new proposed Caltrain sales tax measure if Caltrain failed to live up to its earlier commitments. Trust in our governmental institutions is particularly important at this time.

Unfortunately there has been a history of Caltrain eliminating our peak time service, apparently in an effort to eventually deny our service all together. Previously we had many school children using the Atherton Station to travel to their schools. Caltrain eliminated their train service. Atherton, working with Facebook, proposed Facebook  
JPB TITLE VI EQUITY EVALUATION- PROPOSED ATHERTON STATION CLOSURE

employee service, using a shuttle between the Atherton Station and the Facebook campus. The plan involved passengers traveling between San Francisco and other stations south of San Francisco to the Atherton Station, much the way that Facebook employees travel from San Jose to California Avenue, with shuttle service to the Facebook Campus.

Additionally, Atherton residents have made a large investment in Caltrain through the sales tax funds. Based upon the 2004-02005 Caltrain Allocation (from sales tax in San Mateo County) Caltrain's allocation was estimated to be \$29,167,758 (of which \$547,770 was from Atherton residents). Over the 20-year life of this Measure "A" Atherton residents paid an estimated \$9,389,991.. If service is permanently taken from Atherton the residents would still have to continue paying this sales tax, but would no longer be served by Caltrain. Atherton would become the only city on the entire Caltrain line that received no service.

There would be major disadvantages to Atherton residents if the station were permanently closed. Atherton riders enjoy many conveniences using the Atherton Station, including unlimited parking. All other Caltrain stations limit parking to twenty-four hours, with cars towed away at the end of the twenty- four hour period.

Jim Janz and Malcolm Dudley, both former Atherton Mayors. Both have worked on Caltrain issues for many years. Malcolm served on the Expenditure Plan Committee and chaired the San Mateo County

transportation Authority. We both strongly support restoration of Atherton rail service. It would be hard for voters to trust an organization that could not be trusted to honor its commitments.



JPB Board of Directors  
Meeting of September 3, 2020

Correspondence as of September 3, 2020

# Subject

1 Atherton Station Shelter



**From:** [Bill Hough](#)  
**To:** [Public Comment](#)  
**Subject:** Public comment on item not on agenda  
**Date:** Thursday, September 3, 2020 10:27:54 AM

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Today, there was a public hearing on the closure of Atherton Station. I have no dog in this fight, but if Atherton is closed, I urge Caltrain to make an effort to find a home for the Atherton Station shelter. I am sure a railroad museum or a historical society could use it and it is better to recycle rather than destroy it.

William Hough

**From:** Karin Zalec  
**To:** [changes@caltrain.com](mailto:changes@caltrain.com)  
**Subject:** Proposed Closure to Atherton Train Station - PLEASE DO NOT CLOSE IT!  
**Date:** Friday, September 4, 2020 10:29:31 AM

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I was unable to attend the public meeting yesterday. However, I want you to know that I use the Atherton Train Station every weekend and I'd use it every weekday if it were open. It's the nearest station to my home which is near Marsh Road. I don't drive, and it's the only train station that I can walk to in a reasonable amount of time. Both the Menlo Park and Redwood City Caltrain Stations are much too far away for me to walk and there is no bus service that can get me to other Caltrain stations in a reasonable amount of time.

PLEASE do not close the Atherton Caltrain Station on the weekends. It's bad enough that I no longer can use it during weekdays. Thanks for making my opinion count.

Kimmy Zalec

## Public Hearing Comments – Summary of Comments Rick

DeGolia

From our perspective, this is a hard issue as Atherton Caltrain Station is an important asset to the town of Atherton. Atherton's Mayor, for the longest period of time, Malcolm Dudley was one of the two people in getting Caltrain funding originally, establishing Caltrain, and obtaining the right of way. We feel a great deal of association with Caltrain. We do believe, and we've looked at this closely, the benefits that are identified are accurate. I think that the three most important benefits to Caltrain are of course the 30 million dollar savings that would result that would not have to convert the hold out station, the efficiency improvements, which may could have been more fully stated, and the train will gain 5 minutes or more by closing the station. I think that is a benefit to other riders and we want to support the mass transit that Caltrain represents, and finally not having to continue to maintain the Atherton station building. For Atherton, the most significant is the safety benefit, the installation of the fence and the quad gates that would make this corridor much safer for residents in the town and the use of the property. There are 30 parking spaces, and we will use it, and there will be bike storage racks that will be removed.

Caltrain had been committed to include some minimal landscape screening and since Atherton, this is close to the new town center and we want to make sure you include that in the cost allocations through a final MOU

Roland LeBrandt

The first thing I like to bring to attention is that something missing from the presentation is that the existence of this hold out platform is posing an excessive distance between the gates at Fair Oaks Lane. Specifically you would normally expect the gate 30 feet apart, but it is now 50 feet apart, and the end result of that is that you are increasing the gate down time by 15 seconds to make it possible for people with disabilities to travel the extra distance when the gates come down. I believe it is addressed in the High Speed Rail San Francisco to San Jose ----. With regards to closing the station, yes, it has great positives. Our investment moving forward and any revenue we might get should be directed to a study and the initial design of a RWC Junction Station and what eventually that would allow us to do is connect to the Dumbarton Rail Station. Right now the station is dead but if we can come up with a solution to connect Facebook with the Peninsula and the East Bay Facebook campus that would go back to the Board. At that time we lay the foundation for the Dumbarton Junction.

Alex Kee

I'm an Atherton Resident and I support the Atherton Station closure under the condition that

Caltrain and Atherton come to terms on that MOU. To me, the MOU is very important since restoring weekday service was one of the long time commitments Caltrain has made to Atherton residents. That will be changing and that will be fine as long as if there is an equitable MOU that the town and Caltrain can come into agreement to and that's why I'm in support of the closure. Thank you. Nerissa Dexter

This is Nerissa Dexter of Atherton. I support Caltrain's proposal to close their station in Atherton for the following reasons- increasing the frequency of train service and the amount capital investment at high growth stations like Redwood City and Menlo Park will allow many more people to realistically choose the train over the car. It would be irresponsible to spend the estimated 30 million dollars necessary to upgrade the little used Atherton Station given its severe constraint of limited having only 33 parking spaces to accommodate potential passengers. Instead, invest the 30 million dollars and the savings in operation expenses from closing station to improve nearby viable commuter stations which could then have the critical mass of service frequency and express train availability sufficient to attract 300-500 additional passengers to Caltrain. But providing this desired level of service frequency will have to be compromised, if station stops have to be taken away from Menlo Park and RWC in order to create the stops necessary to reintroduce weekday service to Atherton station after 15 years. I support Caltrain's proposal to close Atherton Station to create a better rail service for the entire community, a service that Atherton residents can easily use. And finally, I encourage Caltrain to close the Atherton station as soon as feasible because it poses a significant public safety hazard: anyone can wander onto the middle of the tracks with 79 mph trains from grade level pathways over the southbound tracks at this antiquated station. I thank you

Alita Dupree

I do think that we need this and close the station. The biggest issue for me is that station in its current configuration requires the hold out rule for safety reasons. Having stations subject to the hold out rule is impeding our ability to offer more frequent and efficient service. This came from decisions that were made many years ago and now is the opportune time to for us to correct this. The idea of closing stations is not new and I've seen stations closed in the past on LIRR and Metro North in New York and for I'm sure for similar reasons. So the hallmark of Caltrain going forward is to be a productive railroad; not to make any more stops as usual as long as the stops are not too far apart. We want to be able to use money for other things than to try to rebuild a station that is not going to get much use. So I think we should complete this work and close the station so that we can build new things going forward.

Ben Naresan

I live across the street from the Atherton Station. I'm not going to debate the benefits of closing or keeping open the station, however Caltrain had made a commitment to restoring service, they knew the cost of doing so, now that they've changed their mind and we have allowed that to happen they'll save 30 million dollars. One of the reasons I didn't protest is that is the idea of having a walkway and a bicycle path between Atherton and Menlo Park. I do routinely walk to

Menlo Park to catch the train. It's about a 23 minute walk most of which is on El Camino with no sidewalk. If that is committed to, which is what I understood, that makes great sense you provide a way for pedestrians to travel in this area at no risk to themselves. By the way, the risk of the train station is de minimis. I've been here for 17 years and never heard of an injury, but the risk of walking down El Camino is significant. So my comment is that by merely having it discussed and evaluated, they will forget the savings they had and I would ask to the commitment to the walk and bike path be baked into the MOU. It will cost less than the 30 million and is a good use of those funds.

Jeff Carter

I support the closure of the Atherton Station for the all the reasons stated. I very much appreciate the comments made by the Mayor of Atherton and I think it will be a benefit to Caltrain in the long run to close the station and explore looking at similar Redwood City station. I thank you the meeting. Just like to add Atherton has been a thorn in the side of Caltrain for the last several years, they have been opposed to electrification, opposed to more frequent service, and have been opposed to high-speed rail. It's very unfortunate that Atherton doesn't see the light in better rail service.

Catherine

I'm a North Fair Oaks resident and Caltrain commuter. I just wanted to share my experience. I live exactly 2 miles between Redwood City and Menlo Park, but less than half a mile from Atherton Station. So Atherton station would be my preferred and most convenient Caltrain station. I wish it was available for weekday service. Before Covid, I would ride my bike 2 miles everyday to RWC which is not convenient or practical for a lot of North Fair Oaks residents. Since the station has been closed on weekdays since 2005, I don't think we really have a good sense of how many potential riders and commuters from NFO. But I think that number has probably changed a lot in the last 15 years. So thank you for the presentation and the due diligence you guys are doing, I just urge you to keep considering North Fair Oaks and the commuters here.

Matt Chen

I'm a resident of Atherton, I live within walking distance of the station. I support the closing the station particularly in light of the proposed safety improvements and the nearby access to Redwood City and Menlo Park stations, both of which I may note, have Baby Bullets and or more consistent service given the high ridership. If I do have to have a comment about the MOU, I would ask that Caltrain look closely at that commitment for a bike path or walking path to either of those two stations.

Cary Weist

Councilmember Town of Atherton, I'm going to reiterate what the mayor has said. I'm not going to not to repeat it, I want to just thank the JPB Board for considering this MOU. I think it benefits both parties, there's give and take to both sides, but I think there will be tremendous benefit to the service component, which I think in general all the parties here are interested again. So again, thank you guys for considering and we can work on the details if there's anything that raises concerns.



JPB Board of Directors  
Meeting of October 1, 2020

Correspondence as of September 11, 2020

# Subject

- 1 Closure of Atherton Caltrain Station
- 2 San Francisco to San Jose draft EIR/EIS Comments
- 3 09-10-2020 SB 288 Letter to Governor

**From:** [Malcolm Dudley](#)  
**To:** [Public Comment](#)  
**Cc:** [Rick DeGolia](#); [Cary Wiest](#)  
**Subject:** Failed to be recognized in today's public hearing on Closure of Atherton Caltrain Station  
**Date:** Thursday, September 3, 2020 10:14:10 PM

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Please pass to Board Members.

I was not successful in my attempt to speak today, therefore I want to pass along my comments concerning this important issue. Presumably you have read my earlier email comments. Having spent years working in support of our Caltrain system, I am very disappointed in the dishonesty and the way Caltrain has treated Atherton. During the twenty four years I served on the Atherton City Council, and many years serving on many regional bodies, including the San Mateo County Transportation Authority, San Mateo County Lafco, Regional Planning and Airport Land Use, etc I always felt it was important to earn the public trust, to be honest in our efforts to serve the public. Unfortunately that has not happened in how Caltrain has treated Atherton. Having chaired the San Mateo County Transportation Authority in its earliest years, and on the San Mateo County Measure "A" expenditure plan committee that created the TA, I had the opportunity to work with and know those who worked on the Caltrain projects we funded.

The first Measure "A" proposal was a fifteen year plan that allocated only \$20 million for Caltrain over the fifteen year life of this measure. Caltrain did not own the rail right-of-way and needed funding for critical capital improvements. Without additional funds the future was uncertain. The vote on that measure was 6 to 1, where I was the sole negative vote. The future for Caltrain depended upon receiving significantly more funds. I worked to get a majority of cities to vote against that proposal, with the commitment to come back with a balanced transportation measure. The majority of cities agreed with us and voted down the first measure. We then created a new Measure "A", making Caltrain the number one priority, with approximately \$500 million over a twenty year period. With the voter passage of that message we were able to purchase the rail right-of-way within three years of passing the sales tax measure

The dishonesty followed the period I served on the San Mateo County Transportation Authority. There was a deliberate effort to reduce the Atherton Station ridership. The first steps were to cut out our peak hour service, which among other things, eliminated all of the school children riders. When we complained about losing our most important stops we were told that it could have been much worse as there were staff people who were out to cut out all service at our station. There were other events that negatively impacted Atherton service, but the explanations were not honest. When the staff eliminated all weekday service we were promised that our service would be restored upon completion of the electrification. In order to persuade the town to agree to permanent closure Caltrain offers to eliminate the hold out and to install Watkins Avenue quad gates. Again this is dishonest. I was a part of the expenditure plan



committee that prioritized capital improvements, which included both of these items. Offering a path from the Atherton Station to the Menlo Park station makes no sense for older passengers. It makes no more sense than the shuttle that ran between the Atherton Station and the Redwood City Station, which lasted a very short time. People were not going to the Atherton Station, parking their car, waiting for a shuttle, then waiting to catch a Redwood City train.

In an earlier survey of Atherton residents over eighty percent were in favor of maintaining Atherton rail service. They supported renewal of Measure "A" with 71% of the vote, based upon the continuance of Atherton train service. Atherton residents have paid about \$500,000 annually in sales tax, and would have to continue paying these taxes, while receiving no service. With the broken promises there certainly would be a loss of trust in Caltrain, and therefore not likely to support any new tax, while receiving no service. I would certainly oppose any new tax until earlier promises were honored. I have opposed, successfully, the earlier measure that provided very little for Caltrain, then worked to pass a new measure more favorable to Caltrain. If Caltrain does not honor its promise to honor past promises I will have no choice but to work against passage of an additional tax. Public trust depends upon having trust in our government, something that needs to be earned.

Malcolm Dudley, former mayor and former chair of the SMCTA.



# Proposed Closure of the Atherton Station

October 28, 2020

# Proposed Actions Today

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- Authorize Executive Director to execute Memorandum of Understanding (MOU) and Maintenance and Use Agreement (MUA) with Town of Atherton
- Approve addendum to PCEP EIR
- Accept Title VI Equity Analysis
- Approve closure of Atherton Station and eliminate weekend service (contingent on completion of NEPA environmental re-assessment)
- Authorize additional agreements/actions as needed to effectuate decision

# Background

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- Weekend-only service provided since 2005
- PCEP EIR reflects commitment to restore regular weekday service at Atherton after electrification
- Station is one of few remaining “holdout” rule stations, due to older center platform configuration
- Jan. 8, 2020 letter to Town proposing closure
- Jan. 15, 2020 City Council tentative endorsement of closure subject to agreement on MOU

# Station Closure Benefits

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- Provides Caltrain with opportunity to re-allocate service to adjacent stations where denser land uses and improved travel times will generate more ridership and provide broader benefit to public, potentially increasing daily ridership by 300-500
- Saves costs associated with Station operations and maintenance
- Obviates need for future station rebuild to remove holdout rule, previously estimated at over \$30 million
- Reduces noise and improves safety for Town residents
- Better integrates non-operating station property into Town's pending Civic Center redevelopment

# JPB-Atherton MOU

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- Negotiated by JPB and Town staff
- Includes commitment to sign Maintenance and Use Agreement (MUA) to apply after station closure
- Draft MOU approved by Atherton Town Council on October 26
- Staff seeking allocation of funds from San Mateo County TA to fund key items on November 5

# JPB-Atherton MOU

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- JPB responsibilities:
  - Closure of Atherton Station, including legal and environmental compliance
  - Make near-term station area modifications, including removal of center boarding platform and construction of temporary fence separating operating right-of-way from rest of station property
- Both parties to sign MUA for Town to:
  - Assume maintenance responsibility for portion of station area
  - Construct and maintain landscaping and other Town Center-related improvements

# JPB-Atherton MOU

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- JPB to secure funding from San Mateo County Transportation Authority and outside grant sources for:
  - Fixed contribution toward development and implementation of initial plan by Town to provide site improvements in Maintenance and Use Area
  - Fixed contribution toward study and implementation of active transportation route from Atherton Town Center to Menlo Park Caltrain Station
  - Design and installation of four-quadrant gate (“quad gate”) at Watkins Avenue grade crossing to improve crossing safety
  - Procure and install permanent fencing to separate Town Civic Center from operating rail corridor



# Cost & Funding

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Project Element	Cost Estimate	Source
Demobilization and Temporary Fencing	Up to \$600,000	FY21 Contract Operator Budget
Permanent Fencing and Watkins Avenue Quad Gates	\$5,800,000	Local funds and grant sources
Contributions toward site integration improvements and access study*	\$400,000	Local funds and grant sources

\*Work to be led by Town of Atherton

# Addendum to PCEP EIR

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- PCEP EIR certified by JPB on January 8, 2015
- Final EIR project description included restoration of weekday service at Atherton Station after electrification
- CEQA requires addendum of EIR for minor technical changes or modifications to proposed project
- Addendum concludes no new significant impacts, no substantially more severe impacts with closure of Atherton Station and removal of station improvements

# Title VI Equity Analysis

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- Closure of Atherton Station results in Major Service Change
- Requires service equity analysis on system-wide level to determine if change would result in disparate treatment of protected classes
- Public hearing held at JPB's October 2020 meeting
- Conducted additional public outreach and sought input
- Analysis reveals service change does not present disparate impacts for minority riders or place disproportionate burdens on low-income riders

# Proposed Actions Today

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- Authorize Executive Director to execute MOU and Maintenance and Use Agreement MUA
- Approve addendum to PCEP EIR
- Accept Title VI Equity Analysis
- Approve closure of Atherton Station and eliminate weekend service (contingent on NEPA re-assessment)
- Authorize additional agreements/actions as needed to effectuate decision

# Questions?