

<i>Meeting:</i>		<i>Date:</i>
<b>DRC Policy Advisory Committee</b>		<b>November 9, 2004</b>
<i>Location:</i>		<i>Time:</i>
<b>City of Union City 34009 Alvarado-Niles Rd., Union City</b>		Meeting Start: <b>2:00PM</b> Meeting Adjourn: <b>3:30PM</b>
<i>Minutes Prepared By:</i>	<i>Issue Date:</i>	<i>File Code:</i>
<b>Peter Gertler/ Dominic Spaethling</b>	<b>12/3/04</b>	

**Attendees (sign-in sheet attached)**

<p><b><u>Policy Committee Members</u></b></p> <p>Board Member Tom Blalock, Capitol Corridor JPA                  Mayor Mark Green, City of Union City, (Vice-Chair)                  Councilmember Jim Hartnett, City of Redwood City (Chair)                  Board Member Breene Kerr, Santa Clara Valley TA                  John McLemore, Santa Clara Valley TA                  Councilmember Alan Nagy, City of Newark                  Mayor Pro Tem Mickie Winkler, City of Menlo Park</p> <p><b><u>Program Management Team</u></b></p> <p>Howard Goode, SMCTA                  Peter Gertler, PB/SMCTA                  Joe Hurley, SMCTA                  Darrell Maxey, SMCTA                  Marie Pang, SMCTA                  Dominic Spaethling, PB/SMCTA</p>	<p><b><u>Others</u></b></p> <p>Dawn Argula, Alameda County                  Marilou Ayupan, Union City                  Alix Bockelman, MTC                  Larry Calhoun, citizen of Union City                  Jim Calhoun, unaffiliated                  Larry Cheeves, Union City                  Peggy Claassen, City of Newark                  Tim Cobb, HNTB                  Art Dao, ACTIA                  Ann Donahue, Newark homeowner                  Mark Evanoff, Union City                  Dennis Jones, City of Newark                  Nashua Kalil, BART                  David Kutrosky, CCJPA                  Mark Leonard, Union City                  Joan Malloy, Union City                  Christine Monsen, ACTIA                  Rich Napier, San Mateo County                  Marianne Payne, BART                  Jim Pierson, City of Fremont                  Frank Sharpless, VTA                  Karl Schaarschmidt, Earthtech                  Camille Tsao, HNTB</p>
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Presenter/Discussion	Action/Actionee
1.	<b>Minutes (Action)</b>
	<ul style="list-style-type: none"> <li>• <b>A. Nagy</b> moved to approve the minutes <b>T. Blalock</b> seconded. Minutes approved unanimously</li> </ul>
2.	<b>Public Comment</b>
	<ul style="list-style-type: none"> <li>• No public comment</li> </ul>
3.	<b>Policy Committee Membership (Action)</b>
	<p><b>Proposed Action:</b> Staff recommends two options for inclusion of City of Fremont representation on the Policy Committee:</p> <p>A. Add three representatives from the Metropolitan Transportation Commission; one for each of the participating counties: Alameda, San Mateo and Santa Clara.</p> <p>B. Increase from three to four the number of representatives appointed by ACTIA, SMCTA and VTA.</p> <p><b>Discussion</b></p> <ul style="list-style-type: none"> <li>• <b>B. Wasserman (Mayor elect of Fremont)</b> spoke supporting the inclusion of Fremont on the Policy Committee. Fremont not only has a station on the line, but also will be affected by the increase of delay and noise at grade crossings.</li> <li>• <b>M. Green</b> stated that with the exception of Fremont, 4 of the 5 stations are represented on the Policy Committee. With Fremont on the Committee all the station areas are represented.</li> <li>• <b>J. Harnett</b> stated that both MTC and Fremont should be represented on the committee.</li> <li>• <b>J. McLemore</b> stated that would not be able to serve if option B was chosen. Therefore he supports option A.</li> <li>• <b>M. Winkler</b> moved to choose option A, <b>M. Green</b> seconded. Motion passed unanimously.</li> </ul>
4.	<b>RM-2 Funding Update (Information)</b>
	<ul style="list-style-type: none"> <li>• <b>A. Bockelman</b> of MTC gave an update regarding the RM-2 funding of the DRC Environmental Process. \$2.8 million has been allocated for the Dumbarton rail EIR/EIS and \$100,000 has been allocated to Union City to update its Union City EIR to reflect the Dumbarton rail service. As of July RM-2 funds can be used for operating expenses. Going forward, MTC will be using various indicators to measure the effectiveness of projects.</li> <li>• <b>A. Nagy</b> asked how the 35% farebox recovery of the proposed DRC service compared with the rest of the regional rail services. <b>A. Bockelman</b> replied that it was in line with regional farebox recovery rates.</li> </ul>
5.	<b>Union City EIR Update (Information)</b>
	<ul style="list-style-type: none"> <li>• <b>J. Malloy</b> of Union City said that they are making progress on their environmental document and that the RM-2 funds are currently being used to update the Union City Intermodal Center EIR to reflect the addition of the DRC layover yard and additional train frequencies. Specifically they are reexamining the noise and air analysis.</li> </ul>
6.	<b>DRC EIR/S – PE Scope Issues (Action)</b>
6.A	<p><b>Proposed Action:</b> It is recommended that the benefits of double tracking the Dumbarton Rail bay crossing be evaluated through a Railroad Network Operations analysis, as part of the upcoming Environmental Impact Report and Statement (EIR/S) and Preliminary Engineering (PE) studies.</p>

	<p><b>Discussion</b></p> <ul style="list-style-type: none"> <li>• <b>P. Gertler</b> gave a presentation reviewing the current rail capacity plan for the Dumbarton Rail Corridor. He highlighted that the service is possible with minor modifications to the existing rail capacity.</li> <li>• <b>B. Kerr</b> asked if as part of the EIR/EIS if there will be a regional rail study that would look at the potential demand for rail service beyond just the DRC. <b>H. Goode</b> answered that the future rail capacity will be examined as part of the environmental process.</li> <li>• <b>B. Kerr</b> asked how much of the planned system will be double tracked. <b>P. Gertler</b> answered that over half but less than three quarters of the system is double tracked.</li> <li>• <b>B. Kerr</b> commented that there is uncertainty as to how the regional rail system will grow beyond the immediate plans for the DRC project.</li> <li>• <b>J. Haggerty</b> stated that the Policy Committee wants to make sure that this is looked at as an option in the EIR/EIS. <b>H. Goode</b> replied that this will be one of several options that will be examined in the environmental document.</li> <li>• <b>J. McLemore</b> stated that he expected more specifics from the staff report regarding the level of effort required to double track the entire system. <b>H. Goode</b> said that a full analysis will be conducted as part of the EIR/EIS. <b>M. Green</b> concurred that the information provided by staff was sufficient for the Policy Committee's purposes.</li> <li>• <b>J. McLemore</b> stated that a full analysis of double tracking should be part of the EIR/EIS.</li> <li>• <b>M. Winkler</b> asked if Staff will provide more information on capacity issues in the EIR/EIS. <b>H. Goode</b> said that it would.</li> <li>• <b>M. Green</b> motioned to approve the staff recommendation, <b>J. McLemore</b> seconded. Motion passed unanimously.</li> </ul>
6.B	<p><b>Proposed Action:</b> <i>Staff recommends that the Dumbarton Rail Corridor (DRC) Environmental Impact Report/Statement and Preliminary Engineering (EIR/S-PE) studies not include a California High Speed Rail (CAHSR) alternative at this time. Staff will continue to coordinate closely with the CAHSR Authority and MTC on the impact of CAHSR on the Dumbarton Rail Corridor (DRC) project.</i></p> <p><b>Discussion</b></p> <ul style="list-style-type: none"> <li>• <b>P. Gertler</b> gave an overview of the progress to date on the CAHSR environmental process and the continuing study of alignment options into the Bay Area from the Central Valley.</li> <li>• <b>J. McLemore</b> agreed with the staff recommendation and noted that the HSR would use separate tracks than the DRC. <b>P. Gertler</b> replied that the current plan for the HSR would share tracks with the existing Caltrain service in the West Bay.</li> <li>• <b>M. Winkler</b> stated that the HSR system would bring additional passengers to both the DRC and Caltrain services. Would the HSR environmental document have to address the bay crossing separately from the DRC project? <b>P. Gertler</b> answered that it would.</li> <li>• <b>T. Blalock</b> stated that the HSR could provide enhancements to the existing rail services in the region.</li> <li>• <b>J. McLemore</b> motioned to approve the staff recommendation, <b>M. Green</b> seconded, motion passed unanimously.</li> </ul>
7.	<p><b>Institutional Issues (Information)</b></p> <ul style="list-style-type: none"> <li>• <b>H. Goode</b> gave an overview of five institutional arrangements for the management and</li> </ul>

	<p>operation of the DRC.</p> <ul style="list-style-type: none"> <li>• <b>M. Green</b> complemented H. Goode on bringing this issue to the attention of the Committee so early in the process. It would allow for a discussion of the issue amongst the Alameda County funding agencies, particularly ACTIA. <b>C. Monsen</b> commented that the first time that they could get this on the ACTIA board agenda would be January.</li> <li>• <b>B. Kerr</b> asked if there was a way that they could eliminate some of the options. For example Option 1 (A new transit district) would not be very popular. He also asked how option III a. (Alameda County full member of the JPB) would work. <b>H. Goode</b> replied that If Alameda county would become a full member, the bylaws of the JPB would have to be changed to include Alameda County. <b>B. Kerr</b> asked if under III b. a sub-committee of the full JPB board would meet with representatives of Alameda County. <b>H. Goode</b> replied that it has not been determined how Alameda would be represented under this scenario.</li> <li>• <b>M. Winkler</b> asked for an explanation of option IV (purchase of services). <b>H. Goode</b> offered that the current arrangement between BART and San Mateo County for the extension of BART to Millbrae is an example of a purchase of service agreement. San Mateo County is responsible for funding a portion of the operating loss for the service to Millbrae. However he noted that in the case of the DRC, the operating support will be provided through RM-2 funds, not the counties.</li> <li>• <b>B. Kerr</b> asked who held title to the facilities under option III b. <b>H. Goode</b> commented that this has not been determined yet. <b>B. Kerr</b> commented that he would like to see more detail on this item.</li> <li>• <b>A. Nagy</b> commented that he was being pulled towards Option II, a new JPA. <b>H. Goode</b> replied that while conceptually it is feasible, that there are already many JPAs in the region.</li> <li>• <b>T. Blalock</b> noted that the ACE (San Joaquin Regional Rail Commission) and the Capitol Corridor (Capitol Corridor Joint Powers Authority) should also be included in the analysis of potential operating agencies for the DRC. <b>H. Goode</b> concurred.</li> <li>• <b>M. Winkler</b> asked if it was prudent that so much emphasis be placed on the East Bay. The future growth patterns of the region might show that a reverse commute pattern could develop shifting the passenger base to the West bay.</li> </ul>
8.	<b>Other</b>
	<p><b>A. Nagy</b> noted that several citizens from Newark are very interested in the DRC and would like the opportunity to comment on the project. <b>H. Goode</b> noted that there will be an extensive public outreach effort associated with the EIR/EIS that will allow the public to comment on the project. <b>T. Blalock</b> asked how the DRC would respond to the letter from BART regarding the design of the Union City Intermodal Center. <b>H. Goode</b> replied that while the DRC staff concurs that the east side concourse option is the best design alternative for Capitol Corridor/DRC transfers to and from BART, and that due to funding constraints a minimum station option was selected for the DRC project. Staff will look forward to working with interested parties in refining this option for a better solution and identifying other sources of funding.</p>
9.	<b>Adjournment</b>
	Meeting was Adjourned by <b>J. Hartnett</b> at 3:30 PM

Attachments: Sign-In Sheet

SIGN UP SHEET

SUBJECT: DUMBARTON RAIL CORRIDOR POLICY COMMITTEE MEETING

DATE: Tuesday, November 9, 2004

TIME: 2:00 PM

LOCATION: City of Union City Council Chambers

ATTENDEES: *Turn over for more names*

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ATTENDEES:

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