

**Peninsula Corridor Joint Powers Board
Board of Directors Meeting
1250 San Carlos Avenue, San Carlos, CA 94070**

Minutes of December 7, 2023

Members Present: Pat Burt, Cindy Chavez, Steve Heminger, Rico E. Medina, Ray Mueller, Shamann Walton, Monique Zmuda (arrived at 9:03 am), Devora “Dev” Davis (Vice Chair), Jeff Gee (Chair)

Staff Present: M. Bouchard, C. Fromson, T. Davenport, J. Harrison, T. Huckaby, K. McCoy (Balfour Beatty Infrastructure, Inc.), S. Sargent, D. Seamans, B. Shaw, P. Shrestha, M. Tseng

1. Call to Order/Pledge of Allegiance

Chair Gee called the meeting to order at 9:01 am. As requested by Chair Gee, Tabby Davenport, Director of Safety and Security, announced that there was a COVID-exposed work group within the past week and explained the protocols in place. Vice Chair Davis led the Pledge of Allegiance.

Director Zmuda arrived at 9:03 am

2. Roll Call

District Secretary Dora Seamans called the roll and confirmed a Board quorum was present.

3. Consideration of requests, if any, of Directors to participate remotely due to Emergency Circumstances - there were none.

4. Public Comment for Items Not on the Agenda

Aleta Dupree commented on Clipper being essential and looking forward to hearing more about electrification.

Jeff Carter commented on the need to focus on getting more people on transit and using it.

5. Report of the Executive Director

Michelle Bouchard, Executive Director, provided updates, which included the following:

- Congratulated all for a successful holiday train event with tremendous crowds over the weekend; collected more than 1,400 toys in collaboration with the Salvation Army
- Another wet winter, which narrowed the window of time available to undertake work while the creek was dry; declared an emergency at the San Francisco Creek Bridge on November 18th and directed staff to undertake temporary repairs to guard against further erosion and protect the integrity of the structure supporting the bridge
- FRA (Federal Railroad Administration) held its second annual Rail Share event last week in Kansas City, Missouri; Mike Meader, Chief Safety Officer, and John Hogan, Chief Operations Officer, provided a well-received presentation on the path to a strong safety

culture and enhanced roadway worker protection. The event was opened by Chairwoman Jennifer Homendy, National Transportation Safety Board (NTSB)

- Conducting emergency responder drill this weekend at the Bayshore station as part of the ongoing preparation for electrified operations
- Final electrified service plan presentation later in the meeting; received waiver earlier this month and can move forward with anticipated service
- The Regional Network Management Council convened its first meeting last week to consider the draft Charter and Workplan; focused on outcomes for the customer (fares and payment); customer information (including wayfinding); transit network planning and management; accessibility; and, new funding
- Returning to the Board in February with an update on the strategic financial plan

Public comments

Adina Levin, Friends of Caltrain and Seamless Bay Area, and as an individual serving on MTC's (Metropolitan Transportation Commission) Policy Advisory Council, commented on the Transformation Action Plan and regional rail coordination having some good initiatives.

Aleta Dupree commented on energy procurement for the system and hopeful for the weather to allow repairs at the bridge.

6. Consent Calendar

6.a. Meeting Minutes of November 2, 2023

6.b. Accept Statement of Revenues and Expenses for the Period Ending October 31, 2023

6.c. Approval of the 2024 JPB Finance Committee Meeting Calendar

6.d. Renew Findings of an Emergency Regarding the North Channel Embankment of the San Francisquito Creek Bridge Due to Erosion Pursuant to Public Contract Code §22050

6.e. Award of Contract for On-Call Alternate Project Delivery Negotiation Support Services

6.f. Increase Contract Capacity for (3) On-Call Environmental Planning, Permitting, and Support Services Contracts 19-J-P-072A, B and C

6.g. Approval of the 2024 JPB Technology, Operations, Planning, and Safety (TOPS) Committee Meeting Calendar

6.h. Award of Contract for Final Design Services for the Rengstorff Avenue Grade Separation Project

6.i. Amend Budget for Broadband Wireless Communication System Project

6.j. Authorize Execution of the Amended Memorandum of Understanding to Receive Funding for the Construction Manager General Contractor (CMGC) Pre-Construction Phase for the Broadway Grade Separation

6.k. Award of Contract for San Mateo Replacement Parking Track Project

6.l. Approval of the 2024 JPB Advocacy and Major Projects (AMP) Committee Meeting Calendar

6.m. Authorize the Second Amendment to the Contract with JBR Partners for On-Call Ambassador Services

Motion/Second: Davis/Medina

Ayes: Burt, Chavez, Heminger, Medina, Mueller, Walton, Zmuda, Davis, Gee

Noes: None

7. State and Federal Legislative Update and Approval of the 2024 Legislative Program

Casey Fromson, Chief Communications Officer, introduced Matthew Robinson, Shaw, Yoder, Antwih, Schmelzer, and Lange Partner, and Michael Pimentel, Legislative and Regulatory Advocate.

Mr. Robinson provided the report, which included the following:

- Two-year bill deadline - any bill that is still sitting in the first house and has to get over to the second house has to move in the month of January
- Governor to release his proposed budget for fiscal year (FY) 2023-2024 on January 10th with a \$68 billion problem (deficit)
- Senator Scott Wiener and a couple of his colleagues are going to be running point on an authorization measure for the regional transportation proposal
- Resources and climate bonds remain to be seen at the level of funding permitted by the administration; bonds have been looked at to fund transit electrification and infrastructure for electrified transit

Mr. Pimentel provided the report, which included the following:

- The state budget of FY23-24 provided \$5.1 billion in one-time funding spread over four years to Californian transit agencies to preserve operations
- Money allocated and received by each Regional Transportation Planning Agency (RTPA) will be for services and projects within their region. The MTC (Metropolitan Transportation Commission) will receive about \$1.2 billion over four years and Caltrain will receive about \$25 million
- CalSTA (California State Transportation Agency) charged with convening a Transit Transformation Task Force to evaluate the status of public transit recognizing transit operations and develop recommendations for strengthening public transit

Devon Ryan, Government Affairs Officer, provided the presentation, which included the following:

- Advocate at the state and federal levels for ongoing transit operations funding
- Summarized guiding framework for participation in a regional measure for the legislative program

The Board Members had a robust discussion and staff provided further clarification in response to Board comments and questions, which included the following:

- Concerns that MTC had discussed consolidation of different transit agencies and being a requirement on a regional measure without the Caltrain Board at the table
- Most Members supported a recommendation to send a letter to MTC expressing concern about the requirement and having the ability to weigh in, especially given the short timeframe MTC staff has expressed to bring legislation for the regional measure as quickly as January

- Encouraged follow-up discussion with MTC and to have an accompanying letter if staff can meet with MTC staff to understand their position and objectives and to work closely as an opportunity to re-engage and get on the right path together

Public comments

Vaughn Wolff favored consolidating with Capitol Corridor or ACE Rail rather than with BART (Bay Area Rapid Transit) and consider performance rather than finance of train systems.

Adina Levin commented on hoping Caltrain and BART work together to deliver coordinated services to riders.

Adrian Brandt opined on the need to get to the point of having one unified Bay Area tariff.

Don Cecil, SAMCEDA (San Mateo County Economic Development Association), expressed concerns with the concept of consolidation and supported the robust discussion.

Jeff Carter commented that coordinating schedules and fares makes it seamless and encourages more people to use transit.

Motion/Second by Mueller/Medina to approve Caltrain Legislative Plan and send a letter to MTC stating that:

- (1) the Caltrain Board is not open to structural consolidation of Caltrain and BART but supports efforts to improve the customer experience and
- (2) sets forth as preconditions to any discussion of consolidation the three consolidation principles in the Legislative Plan, plus the principle that any consolidation should be subject to voter approval.

Director Mueller left the meeting at 10:29 am

8. Authorize Use of the Construction Manager General Contractor (CMGC) Delivery Method Pursuant to Public Utilities Code Section 103395 for the 4th and King Yard Preparation Track and Systems Package (4KY Package B)

Ms. Bouchard introduced Adam Van de Water, TJPA (Transbay Joint Powers Authority) Executive Director and Greg Oslund, Senior Project Manager, Jacobs.

Dahlia Chazan, Deputy Chief, Caltrain Planning, provided the presentation, which included the following:

- Allow existing trains to access the new underground 4th and Townsend Station
- Project requires site clearing and preparation work at existing 4th and King railyard
- Caltrain and TJPA have conceptually agreed that Caltrain should be the delivery agency for work in operating right-of-way (ROW) and best delivered using the CMGC contracting method
- State law requires that the Board make findings before initiating CMGC procurement

Mr. Van de Water introduced Alfonso Rodriguez, TJPA Project Director, who joined remotely. Mr. Van de Water provided the report, which included the following:

- Expect to advance into the engineering phase of the FTA's capital investment grant process
- Once the contractor is on board and work is underway, the integrated project delivery team is designed to have collaborative decision-making at every level for both agencies
- Provided two invitations: (1) Kick off Winter Fest in the rooftop park at the Salesforce Transit Center tomorrow evening at 6:00 pm and (2) Tour of the Salesforce Transit Center constructed infrastructure

Mr. Oslund provided the presentation, which included the following:

- Package A and package B are independent with specific goals and objectives for each
- Package A - move assets prior to 2026 planned start of DTX (downtown rail extension)
- Package B's objective to shift all systems within the operating ROW to the south to make enough room to connect to the two-track portal that will allow trains to go underground and proceed up to Townsend Station and to the Salesforce Center

Ms. Chazan reported on the procurement process and timeline for Package B and the recommended action pursuant to the Public Utilities Code.

The Board Members had a robust discussion, and staff provided further clarification in response to the following Board comments and questions regarding the following:

- Reason for splitting the packages into two; clarification for total amounts of each package – request to add all the contracts together, including costs of PDB (progressive design-build) contractor to advance design
- Concerns that trainsets were not considered in the project
- Request for ridership analysis to show any decrease in downtown subway boardings
- Potential service disruptions and costs associated with the implementation of Package B
- Timeline for live run and end-to-end testing
- Process in liquidating any encumbrance balance
- Plans for keeping safety issues at a minimum

Director Walton left the meeting at 11:22 am

Public comments

Adrian Brandt noted missing context for trains operating routes with package A and B.

Jeff Carter spoke on the train stop locations when there is an 8-hour construction window.

Doug DeLong, resident of Mountain View, stated that the presentation does not indicate where things are being moved and who is responsible for integration with package A.

Paul Wendt commented on concerns with where the bike facility is being moved to.

Chair Gee confirmed with Ms. Bouchard that all amenities will remain at 4th and King but relocated to a different place on location and some will be returned to their original place.

Motion/Second: Chavez/Heminger

Ayes: Burt, Chavez, Heminger, Medina, Zmuda, Davis, Gee

Noes: None

Absent: Mueller, Walton

9. Peninsula Corridor Electrification Project (PCEP) Monthly Progress Report

Pranaya Shrestha, CalMod Chief Officer, provided the presentation, which included the following information:

- Overhead contact system path of completion recently came up short; \$22 million contingency used, extended construction date, and brought in new crews
- Returning to Board for contract authority, but it will not impact the budget

Keith McCoy, Senior Vice President, Operations, Balfour Beatty Infrastructure, Inc., provided the presentation. which included the following information:

- Completed OCS (overhead catenary system) regulation on the main line and still working on San Francisco station
- Focused on completing regulation to start short-circuit testing, closeout execution, and as-built drawings
- Short circuit testing dates are set but still confirming with PG & E (Pacific Gas and Electric)

The Board Members had a robust discussion, and staff provided further clarification in response to the following Board comments and questions regarding the following:

- Live run and end-to-end testing timeline and process for any encumbrance balance
- Plans for keeping safety issues at a minimum

Public comment

Adrian Brandt expressed hope for tracking in the progress report and a schedule for wireless crossing optimization system installation. He was also pleased to see the decision to change the Wi-Fi wiring job to Statler, and suggested to run seven 4-car trainsets.

10. Final Fall 2024 Electrified Service Plan

Theodore Burgwyn, Director of Rail Network and Operations Planning, provided the presentation, which included the following information:

- Long-range business plan was built into the equity connectivity recovery growth policy
- Kept the original peak hour stopping pattern that was presented earlier; imperative to run an express service that provides the San Jose to San Francisco trip in under an hour
- Service plan is consistent with the original financial forecast for the FY25 budget
- Offset the added cost of the hourly weekend service with increased weekend ridership and revenue and a reduction in extra special event service

Public comments

Dillion Finch expressed excitement with the new schedule and increased frequency.

Adina Levin commented favorably on the schedule rolling out and thrilled to see the improvement to the weekend schedule to 30 minutes as part of the plan.

Adrian Brandt commended the Board and staff for providing half-hour service for off-peak and nights as a basis. He commented that running 7-car trainsets during off-peak and nights is uneconomic and proposed running seven 4-car trainsets.

Jeff Carter commended the staff for the proposed schedule and increase in service.

11. Update on SamTrans' Search for a New Headquarters Building and Caltrain Analysis of its Options - Deferred to January meeting

12. Reports

12.a. Report of the Citizens Advisory Committee

Brian Shaw, Chair, provided an update on CAC discussions, which included the following:

- Introduced two new members from San Mateo County
- Approved bylaws change to allow more latitude on the order of the agenda
- Comments on Gilroy service and South County regarding communication challenges or lack of signage; complaints about bike bumps happening at Hillsdale station, update on legislative program, electrified service plan; public comment on distanced base fares
- Use a clock face type schedule when the schedule is set to make it easier for people to know when the trains are coming to their station
- Look into process for lack of service at Gilroy and bring back coins at vending machines
For December 20 meeting: corridor crossing strategy, update on public comment process, and how ridership is being reported and changes to that methodology

12.b. Report of the Chair – Deferred to next meeting

12.c. Report of the Local Policy Maker Group (LPMG)

Director Burt reported on a well-attended in-person workshop in Mountain View to review the corridor-wide funding approach and how to begin the process of developing a methodology to rationalize the prioritization of grade crossings. Received substantive feedback from the group and will provide a written report in the coming weeks.

12.d. Report of the Transbay Joint Powers Authority (TJPA) – Deferred to next meeting

13. Correspondence - Available online

14. Board Member Requests – there were none

15. Date/Time of Next Regular Meeting: Thursday, January 4, 2024 at 9:00 am

16. Adjourn – The meeting adjourned at 12:17 pm