

**Peninsula Corridor Joint Powers Board
Advocacy and Major Projects (AMP) Committee
1250 San Carlos Avenue, San Carlos, CA 94070**

Minutes of December 20, 2023

Members Present: Jeff Gee, Steve Heminger (Chair)

Members Via

Teleconference: Cindy Chavez

Staff Present: M. Bouchard, S. Bullock, C. Fromson, J. Harrison, M. Lee, M. Reggiardo, D. Ryan, N. Steward-Crooks, M. Tseng

1. Call to Order/Pledge of Allegiance

Chair Heminger called the meeting to order at 3:30 pm and led the Pledge of Allegiance.

2. Roll Call

Deputy District Secretary Margaret Tseng called the roll and confirmed a Board quorum was present.

3. Public Comment on Items not on the Agenda

There was none.

4. Meeting Minutes of November 29, 2023

Motion/Second: Gee/Chavez

Ayes: Chavez, Gee, Heminger

Noes: None

Absent: None

Chair Heminger announced moving item 7 after item 4.

7. State and Federal Legislative Update

Casey Fromson, Chief Communications Officer, provided the presentation, which included the following:

- Large Federal grant awarded; High Speed Rail got \$3 billion for Central Valley; High Speed Rail will issue an updated business plan in 2024 to address gap in funding
- Continuing resolution will fund some parts of the federal government including transportation agencies through January 19th
- State Bill 125 Task Force kick off meeting held on December 19th centered around the advancement of transportation initiatives including consolidation; likely to set up a technical support group where Caltrain might have a direct influence in the process
- Regional measure discussion at Metropolitan Transportation Commission (MTC) focused effort and change in tone that it is more appropriate to discuss connections rather than consolidation

Director Chavez provided comments that included the following:

- MTC is striving to come to shared belief around the purpose, outcome, and how much money to raise and how to get there; many voiced concerns about consolidation;
- Complimented Ms. Fromson and team for educational efforts regarding the implications of consolidation and how money can be used to protect the transportation program of the nine Bay Area counties
- Varying opinions about the purpose of new revenue reinforce the need for MTC to do a deep dive into nine Bay Area counties before taking further action

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

- Process after enabling legislation is introduced
- Discussion on how Caltrain can benefit from a regional transit measure

5. Approve Hatch LTK Engineering Consultant Services Contract Capacity Increase for Peninsula Corridor Electrification Project Support*

Sherry Bullock, Program Director for CalMod Program, provided the presentation which included the following:

- Cost and capacity increase is within the existing budget
- Reset project budget and re-estimated consultant project costs; funds are not derived from PCEP contingency

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

- Members requested information concerning the allocation of contract resources as between the separate projects covered by the contract – PCEP, the additional EMUs procured through the Stadler contract option, and the BEMU demonstration project.
- Staff described the allocation of the proposed contract budget between the three projects and assured Committee members that each project will be tracked separately and that the duration of the Hatch contract will not impede the close-out of PCEP once that project is complete.
- LTK Hatch contract capacity increase not funded by contingency funds or shared risk pool
- Implementing a hard stop for LTK Hatch contract
- Milestone schedule for BEMU

Motion/Second to approve staff recommendation and directed staff to provide an update to the Committee regarding the contract following final approval of the BEMU engineering design and again following the completion of 50 percent of the manufacture of the BEMU:
Gee/Chavez

Ayes: Chavez, Gee, Heminger

Noes: None

Public Comment

Adrian Brandt commented that conceptual artist drawing of BEMU showed a 3-car train for passengers with one cab car dedicated to battery equipment and voiced concerns with one BEMU to fully operate to Gilroy.

6. Diridon Station Business Case Update

Michelle Bouchard, Executive Director, introduced Marian Lee, consultant and Director of the Diridon Station project and commented about the following:

- Diridon project did not receive funds from Federal/State Partnership Grant; looking to local funding strategy for the next phase of the project

Melissa Reggiardo, Manager, Caltrain Planning, provided the presentation which included the following:

- Station is community asset with multiple historic designations but acknowledged that historic station cannot accommodate future ridership levels
- Concept layout prioritized elevated rail infrastructure and suggested station relocation due to expanded rail footprint
- Relocation challenges; no obvious receiving site; could impact the historic designation
- Significant research has informed the design approach that prioritize elements of primary significance; adaptive reuse preferred method but modifications of significant areas require a long, challenging regulatory process; rethink circulation of the main hall to serve potentially eight times the number of passengers
- Alternatives development process is anchored to the need to accommodate future station service levels and to understand options pertaining to the number of tracks provided and how they are configured; assess station design, and planned connections to various forms of transportation
- Most critical station components are issues and systems that connect and interface with Caltrain and High-Speed Rail tracks (PG&E (Pacific Gas and Electric) substation, BART (Bay Area Rapid Transit) entrances, Light Rail Station location alignment, Caltrain Maintenance Facility, Airport Connector Landing)
- Historic Station Community Members support adaptive reuse to ensure that main hall can function as the focal point and support future passenger volume, prioritizing structural significant areas approach

Ms. Lee provided the presentation which included the following:

- Currently working on short and long-term governance structures; given direction to develop integrated team organization structure
- Long-term governance options will help to obtain significant funding and project delivery
- Summer 2025 Interim Integrated Team will be functioning as an integrated project team with clarity on roles; long-term governance and funding to organizationally poised to deliver the new station

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

- Elements of the Integrated Project Management Team from the Portal Project to inform the governance structure
- Governance process needs to be flexible to allow funder participation
- Station structural modifications to accommodate various high-speed rail passengers and capacity challenges

7. State and Federal Legislative Update – Moved after item 4

8. Committee Meeting Requests

Director Chavez requested that each report detail how close the different transit options work together.

9. Date/Time of Next Regular Finance Committee Meeting: Wednesday, January 24, 2024 at 3:30 pm

10. Adjourn – The meeting was adjourned at 4:37 pm.