

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

Minutes of February 28, 2024

Members Present: Jeff Gee, Steve Heminger (Chair)

Staff Present: D. Baxter (Kimley-Horn), M. Bouchard, G. Buckley, G. Cadwalader (Prologis), J. Harrison, W. Lau, M. Lee, M. Louie, 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 January 24, 2024

Motion/Second: Gee/Heminger

Ayes: Gee, Heminger

Noes: None

5. Approve Update to Public Comment Process Policy

Michelle Louie, Title IV and Social Equity Administrator, and Wendy Lau, Deputy Director of Civil Rights, provided the presentation that included the following:

- Public engagement is a key part of the decision-making process and a component of Title IV public comment process
- The introduction of electrified service may alter the criteria for major service changes, potentially impacting the necessity for future public meetings
- Proposed updates set the minimum standards for the public comment process, including translation of all forms into Spanish and Chinese for public hearings and meetings
- Staff toolkit is in the works with cross-departmental involvement

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

- Revamping policy is advisable, considering it predates the internet and current methods of communication
- Identify threshold for major service change once electrified schedule is established and with Title VI considerations
- Restructure public hearings by introducing flexible scheduling to provide more opportunities for engagement

Public Comment

Adina Levin, Friends of Caltrain, commented about the current threshold on the levels of service changes not being in the right place and the impact if these changes are not brought before the Board.

Adrian Brandt expressed concerns that significant service cuts or changes would not be presented to the Board and commented about the ineffectiveness of newspaper noticing due to low readership and emphasized the need to focus on outreach to train commuters.

Ms. Lau explained that Office of Civil Rights (OCR) will examine necessary amendments to the major service change threshold after electrification, with any immediate changes requiring a public meeting. She noted that public meetings are distinct from the approval of a new major service change definition. Additionally, she stated that there is a proposal to update the public comment process, which is separate from the major service change policy.

Motion/Second to recommend approval of public comment process but request staff undertake review of definition of “major service change” as part of Title VI analysis for post-electrification operations and propose modifications to AMP and Board upon completion of work:

Gee/Heminger

Ayes: Gee, Heminger

Noes: None

6. Amendment #2 to the Memorandum of Agreement with Transbay Joint Powers Authority for 4th and King Yard Preparation in Support of the Downtown Rail Extension * **

Gwen Buckley, Principal Planner, provided the presentation that included the following:

- Recognized the necessity for significant work within right-of-way before and throughout the main civil construction phase
- Serve as responsible agency for the delivery of Package B using the construction manager general contractor (CMGC) delivery method
- Implement construction phasing will maintain rail operations, necessitating additional time and resources to validate the feasibility of innovative solutions

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

- Service interruptions to accomplish construction work on segments of the project
- Safety and sequencing phasing will be more difficult with electrified service
- Amendment includes work to address keeping trains in operation during construction

Public Comment

Adrian Brandt commented about the importance of keeping the bike stations accessible and operational during construction.

Motion/Second: Gee/Heminger

Ayes: Gee, Heminger

Noes: None

7. State and Federal Legislative Update

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

- Congressional leaders reached an agreement on six bills, securing funding for various Federal agencies, including transportation, and averting a government shutdown
- Transportation, Housing, and Urban Development (THUD) Bills for transit funding favorable in the Senate; future updates will be provided as the bill moves forward
- The Metropolitan Transportation Commission (MTC) has earmarked twenty-five million dollars in operating funds for Caltrain in the fiscal year 2026 through the State's funding package
- Productive discussion with Senator Wahab regarding Senate Bill (SB) 926, highlighting regional coordination with transit networks. Expected to go to committee in March
- Assembly Member Lee introduced Assembly Bill (AB) 2503 to exempt railroad electrification projects from California Environmental Quality Act (CEQA) review Senate SB922 passed last year, which covers the electrification component

Director Gee requested for current language and amendments of SB 925 and SB 926 be shared with the Board next week.

8. Receive an Update on San Francisco Railyards Preliminary Business Case

Dahlia Chazan, Chief of Planning, D.J. Baxter, Kimley-Horn Project Manager, and Genevieve Cadwalader, Prologis, provided a presentation that included the following:

- Opportunity to strategically plan and coordinate investments, addressing potential construction impacts resulting from changes at the railyard due to the Portal Project. Allows for consideration of modernizing the site through Transit Oriented Development (TOD)
- The moderate growth scenarios adoption indicates the need to explore a high growth scenario, incorporating up to twelve trains per hour and four high-speed rail trains
- Identified process establishes a unified phase one for immediate development and station upgrades, maintaining adaptability for multiple phase two paths to accommodate the Portal's timing. Essential to this plan is the necessity for off-site storage.
- Project contingent upon the ability to identify and relocate storage offsite from the Fourth and King Railyard to create more development capacity at the site; storage needs are contingent upon service levels and the fleet size

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

- Offsite storage directly influences the service vision and achievable service levels for electrified service
- Align with concurrent projects at site to ensure investments are harmonized, synchronized, and changes are consolidated to reduce disruptions
- Business case designed to assess possibilities while prioritizing the best interests of customers and communities served
- Goal to include multiple alternatives in the environmental review processes (CEQA and National Environmental Policy Act Analysis (NEPA) to ensure the project remains flexible for various future scenarios

Public Comment

Adrian Brandt commented on the location of the storage facility and how it impacts moderate to high growth potential; lower density versus higher density in proximity to train facilities.

9. Receive an Update on Diridon Station Business Case

Marian Lee, Rail Administration Consultant, and Melissa Reggiardo, Planning Manager, provided a presentation that included the following:

- Ongoing analysis aimed to identify the optimal approach for accommodating future service needs for all transit operators
- New station alternatives being evaluated that reduce station boundaries and minimize impact with Pacific Gas and Electric (PG&E) station and nearby housing
- Business case exploring elevated airport connector alignments, prioritized layover spaces, the Centralized Equipment Maintenance and Operations Facility (CEMOF), and the potential impact on the PG&E substation, including the possibility of reconstruction
- Interim Integrated Organization serves as the agreed short-term governance structure to facilitate efficient progress through the business case process
- Federal Rail Authority (FRA) expanded grant program and relying on California High Speed Rail (CAHSR) to assist in developing grant strategy
- Diridon Project Steering Board will not supersede any of the partner boards

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

- The chosen structure must clarify land ownership, delineate responsibilities for funding applications, and establish a clear funding strategy
- The Diridon Station Project and the Salesforce Center share challenges with intermodal connections

Public Comment

Adrian Brandt commented on the location and distance of the Bay Area Rapid Transit (BART) Station at the site and the importance of transfers.

10. Committee Member Requests - There were none.

11. Date/Time of Next Regular AMP Committee Meeting: Wednesday, March 27, 2024 at 3:30 pm

12. Adjourn - The meeting adjourned at 5:40 pm.