

**Peninsula Corridor Joint Powers Board  
Advocacy and Major Projects Committee  
1250 San Carlos Avenue, San Carlos, CA 94070  
Minutes of July 24, 2024**

**Members Present:** Jeff Gee, Steve Heminger (Chair)  
**Member Attended via Teleconference:** Margaret Abe-Koga  
**Staff Present:** M. Bouchard, J. Harrison, M. Lee, S. Lopez, M. Reggiardo, D. Ryan, M. Tseng, K. Walesh (VTA)

**1. Call to Order/Pledge of Allegiance**

Chair Heminger called the meeting to order at 3:31 pm and led the Pledge of Allegiance.

**2. Roll Call**

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

**3. Public Comment on Items not on the Agenda - There were none.**

**4. Meeting Minutes of May 29, 2024**

Motion/Second: Gee/Abe-Koga  
Ayes: Abe-Koga, Gee, Heminger  
Noes: None

**5. State and Federal Legislative Update and Approval of Legislative Proposal: Support SB 925 (Weiner)**

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

- Federal Updates:
  - H.R. 8996 – Rail Safety Enhancement Act of 2024 authorizes an additional \$1 billion in support of the railroad crossing elimination program and contained various safety elements including a two-person crew requirement, which Caltrain already meets
  - FRA’s (Federal Rail Administration) Rail Crossing Elimination Grant Program - significant funding source for grade crossing. Up to 20 percent of the total funding can be allocated to one state. Applications are due September 23<sup>rd</sup> with 20 percent match requirement
  - Updates from the Federal House Appropriate Committee - passed four of twelve appropriation bills. Senator Padilla advanced Caltrain’s South County Wi-Fi Community Project request
- State Updates:
  - The California Governor signed AB (Assembly Bill) 173 Transportation Budget Trailer Bill. Maintains transit package funds including \$25 million from MTC (Metropolitan Transportation Commission) to Caltrain for FY (fiscal year) 2026

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

- AB 173 reinstating grade separation funding for locations in Burlingame, Palo Alto, and Mountain View
- Blue Ribbon Task Force status addressing transit fiscal cliff and operating capital
- Eligibility and availability of funding allocation towards suicide prevention measures, such as fencing to improve safety for residents

Motion/Second: Gee/Abe-Koga

Ayes: Abe-Koga, Gee, Heminger

Noes: None

## **6. Receive Update on Diridon Station Business Case**

Marian Lee, Diridon Station Project Director, introduced Kim Walesh, VTA Governance Lead, provided the presentation on Long-term Governance and Funding that included the following:

- Long term governance as the entity that will lead the delivery stage of the project
- Evaluated three case studies involving a joint powers authority, a public benefit corporation, and construction authorities
- Scanning for federal, state, regional, and local funding sources
- Potential financial tool, Enhanced Infrastructure Financing District (EIFD), for local match in San Jose. An EIFD would be funding by County and City from the increased revenue of the property tax in the local area due to the development of the Diridon Station.

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

- Difficulties with rotating Board Members and the importance of having an involved and committed Board
- Need for partner accountability and consequences and to resolve bonding issue
- Design-Build/Operate/Maintain contract evaluation for Diridon Station alternatives

Melissa Reggiardo, Planning Manager, provided the presentation on station alternative designs that included the following:

- Station alternatives, elevations, components, footprint, and operator layout with consideration of the public use for various operators services of train, light rail, busses, high speed rail, and airport connector
- Stacked alternative is the only method that does not encroach onto Pacific Gas & Electric (PG&E) substation, but has broader impact to land use to the north and larger impact to current operations during construction
- Existing roadways and streets surrounding station are planned to be pedestrianized, identified as major bicycle routes, or cannot accommodate facility due to expanded rail infrastructure

- Designs alternatives will have sufficient infrastructure to accommodate all future services

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

- High-level cost considerations which will be fine-tuned
- Funding considerations from the public agencies, private entities, state, and federal
- Consideration of exemptions from federal and state agencies similar to local stadiums

Public comment

Adrian Brandt commented on the at-grade design alternative and expressed flooding concerns from Gaudalupe River, support for direct connections, and disappointment of proposed bus stop location.

Chair Heminger commented on the importance of connections between BART (Bay Area Rapid Transit) and Caltrain.

6. **Committee Member Requests** - There were none.
7. **Date/Time of Next Regular AMP Committee Meeting:** Wednesday, August 28, 2024 at 3:30 pm
8. **Adjourn** - The meeting adjourned at 4:56 pm.