

**Peninsula Corridor Joint Powers Board
Advocacy and Major Projects (AMP) Committee
1250 San Carlos Avenue, San Carlos, CA 94070
Minutes of September 25, 2024**

Members Present: Margaret Abe-Koga, Jeff Gee (arrived at 3:32 pm), Steve Heminger (Chair)

Staff Present: J. Baker, M. Bouchard, J. Harrison, L. Ko, M. Lee, A. Metz, D. Pape, M. Reggiardo, D. Ryan, M. Tseng, K. Vuicich

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

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

Chair Heminger delivered the Safety Briefing.

3. Public Comment on Items not on the Agenda

Aleta Dupree, Team Folds, commented on her experience of the new electric trains and spoke in support of Caltrain's plans for expansion.

4. Meeting Minutes of July 24, 2024

Motion/Second: Abe-Koga/Gee

Ayes: Abe-Koga, Gee, Heminger

Noes: None

5. Receive Update on Diridon Station Design Alternatives and Authorize Execution of Cooperative Agreement with Diridon Partner Agencies to Establish Interim Project Organization Structure

Marian Lee, Diridon Station Project Director, and Melissa Reggiardo, Planning Manager, provided the presentation that included the following:

- Ten percent design with one recommended alternative and environmental kick-off targeted by next summer
- Alternative station designs (At-Grade, Elevated, Stacked) were scored
- Stacked design eliminated due to greater construction constraints and costs, negative visual impacts, and restricted intermodal connectivity
- Elevated Alternative has similar design to At-Grade Alternative (tracks and platforms, station components/layouts, passenger experience, land use impacts, CEMOF (Centralized Equipment Maintenance and Operations Facility) retainment but is raised by one level

- Elevation has differences in grade separations, visual impacts, and construction complexity/cost
- Reduction of area land use to preserve historic features of current Diridon station as well as rebuild Pacific Gas & Electric (PG&E) facility on-site
- Technical work and additional areas needing construction are to be identified
- Grade separations where streets are below tracks prove beneficial for safety and the community but increase project cost, time, construction challenges, and land usage
- Cost for At-Grade Alternative estimated \$3-6 billion while Elevated estimated \$5-10 billion
- Public feedback and next-step project approaches will be presented at Diridon Joint Policy Advisory Board's (JPAB) November Meeting

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

- Design alternative will need to be selected to define costing and funding plan. Value community input to help make a choice
- Need for clear project schedule and cost-funding estimates to provide transparency and certainty between organizations and the community

Public comment

Aleta Dupree commented on Elevated Station Design benefits and voiced concern over CEMOF retainment.

Staff furthered the discussion with the presentation that included the following:

- Implemented four-year cooperative agreement used to select a delivery authority for the Diridon Station Project
- Pre-Environmental Phase to take place from Summer 2024 – Summer 2025, while Environmental Phase to take place from 2025 – 2028
- Diridon JPAB to be restructured as Steering Committee
 - To consist of 10 members with Chair and Vice-Chair and conduct quarterly public meetings
 - Committee authority to not supersede authorities of partnering agencies
- Outlined roles and responsibilities for the Diridon Project Steering Committee

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

- Single entity to take accountability, more frequent meetings, and governing structure clarification to facilitate decision-making and productivity
- Fiscal year funds insufficient for environmental clearance fees yet sufficient to implement governing structure funds

- Current proposal for Diridon Project Steering Committee as an interim structure while agencies determine the accountable agency. Agencies' accountability for independent agreements made with consultants through a Memorandum of Understanding

The Committee members directed staff to develop a resolution for the suggested proposal: Caltrain to become lead agency by default if construction delivery authority is not implemented within two years. The Committee did not move the motion for this item.

6. Receive Update on Transit 2050+

David Pape, Policy Program Manager, Andy Metz, Alameda-Contra Costa Transit District (AC Transit) Transit Operator Project Manager, and Kara Vuicich, Metropolitan Transit Commission (MTC)/Association of Bay Area Government (ABAG) Project Manager, provided the presentation that included the following:

- Transit 2050+ to deliver the development of an intermodal transit network, recovery and growth of ridership, improvement of transit reliability and speed, and reduction of transportation barriers
- Participation from 12 different Bay Area transportation agencies
- Needs Assessment 2023 used to find gaps in transportation caused by COVID-19 pandemic identified through regional travel pattern data including gap locations and arterial transit speeds observed for project implementation
- Draft Network estimated to bring in \$86 billion in revenues
- Project divided into near-term (quick and impactful upgrades between 2025-2035) and long-term (expansions for future generations between 2035-2050)
 - Caltrain Near-Term: Increasing service to six trains per hour per direction, Caltrain Bay View Station
 - Caltrain Long-Term: Increasing service to eight trains per hour per direction, Caltrain High-Speed Rail Portal Project
- Status of Modal Plan transitioning into Regional Plan include completed round of public outreach (18 pop-up events) and two stakeholder workshops at MTC, revision of the Draft Network, upcoming meetings in December and January, and one-year goal to get environmental clearance before adoption

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

- Gap locations showcased the demand for transportation and equity priority
- Transit strategies of Plan Bay Area 2050 retained for Transit 2050+
- Quality of life evident in vehicles and transit areas should be used to encourage community to use public transportation
- Projects qualify as long-term if the revenue begins in 2036 or after

Director Abe-Koga left the meeting at 5:05pm

7. Receive State and Federal Legislative Update

Jason Baker, Director of Government and Communication Affairs, and Devon Ryan, Government Affairs Officer, provided the presentation that included the following:

- Average deficit of \$77 million per year
- MTC to approve framework for transportation measure on October 21, 2024
- Two scenarios proposed to make up for the farebox loss due to inflation within the next 15 years
- Scenario 1 (Revised and favored over Scenario 2) \$608 million over 10 years with four county involvement plus opt-ins
- Scenario 2 (Hybrid) \$608 million over 10 years with nine county involvement
- Other options: Caltrain-only measures county by county measures, “Non-Regional Measure,” county sales tax coupled with county parcel tax or county member contributions

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

- Caltrain-only measure meets current contractual obligations that later ties into regional measures
- Concerns with a measure that would leave Caltrain’s deficit unresolved
- Conflicts with Bay Area Housing Finance Authority (BAHFA) prevented MTC from placing a property tax on the ballot

Public comment

Aleta Dupree commented on the progress made at the MTC meeting and legislative challenges.

8. Committee Member Requests - There were none.

9. Date/Time of Next Regular AMP Committee Meeting: Wednesday, October 30, 2024 at 3:30 pm.

10. Adjourn - The meeting adjourned at 5:41 pm.