

**Peninsula Corridor Joint Powers Board
Advocacy and Major Projects (AMP) Committee
1250 San Carlos Avenue, San Carlos, CA 94070
Minutes of November 20, 2024**

Members Present: Jeff Gee, Steve Heminger (Chair)

Members Absent: Margaret Abe-Koga

Staff Present: J. Baker, M. Bouchard, S. Bullock, D. Chazan, C. Fromson, J. Harrison,
L. Lumina-Hsu, D. Ryan, M. Tseng

1. Call to Order / Pledge of Allegiance / Safety Briefing

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

2. Roll Call

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

Chair Heminger called Item 7 before item 3.

3. Public Comment on Items not on the Agenda

Aleta Dupree, Team Folds, spoke in support of deal with Peru and commented on the reuse of trains.

4. Approval of Meeting Minutes of October 30, 2024

Motion/Second: Gee/Heminger

Ayes: Gee, Heminger

Noes: None

Absent: Abe-Koga

5. Authorize the Executive Director to Execute an Amended and Restated Interim Agreement with the Transbay Joint Powers Authority to Support Advancement of the San Francisco Downtown Rail Extension Projects

Dahlia Chazan, Chief of Rail Planning, and Sherry Bullock, Program Director, provided the presentation that included the following:

- The Portal granted entry into engineering by Federal Transit Administration (FTA) in May 2024
- \$2.7 billion capital funding gap in non-CIG funding and the longer time to fill the gap will increase the gap and costs due to inflation

- O&M (operations and maintenance) funding gap which neither Caltrain nor Transbay Joint Powers Authority (TJPA) have sufficient revenue from existing sources to cover the Portal O&M
- TJPA and Caltrain have agreed to jointly advocate for dedicated long-term stable revenue sources for O&M
- Interim agreement amendment will expire December 13, 2024
- Amended and Restated Interim Agreement includes staff plan to implement joint workplan, scope of work at 4th and King railyard, a reimbursement mechanism prior to the Master Cooperative Agreement (MCA), and defined decision making process through integrated program delivery team framework

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

- TJPA received Crissy grant and project approved to enter engineering phase
- Elections implications on Caltrain projects and projects around the country
- Discussed federal approvals that need to be done right now
- Adam Van de Water, TJPA Executive Director, explained federal award date of July 2027; other discretionary and funding gaps need to be closed, which include competitive federal grants and the challenge with the stated of intentions of incoming administration, and the need to advance transit projects such as railyard construction work
- Change of Capital investment grant (CIG), an act of Congress, is not administrative move, and closing it is time consuming

Public Comment

Aleta Dupree, Team Folds, commented on potential Link 21 connection and funding resource.

Motion/Second: Gee/Heminger

Ayes: Gee, Heminger

Noes: None

Absent: Abe-Koga

6. State and Federal Legislative Update and Approval of the 2025 Legislative Program

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

- Incoming Federal administration updates
- State Senate and Assembly will have 34 new legislators when Legislature reconvenes for the 2025-2026 Legislative Session

- California Air Resources Board (CARB) adopted amendments to Low Carbon Fuel Standard (LCFS) updating reporting requirements and set targets to 30 percent by 2030 and 90 percent by 2045
- Metropolitan Transportation Commission (MTC) will have a special meeting on December 9 with Scenario 1A and Hybrid options as primary consideration
- Draft Legislative Program focusing on three major issues of funding, project and program implementation, and legislative and regulatory actions
- Caltrain-only measure authority if option of regional measure fails
- Working with legislators to ensure electric trains' regenerative braking energy receives fair credit

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

- Regenerative braking fair credit between \$1 to \$4 million per year
- Regional measure covers 80 percent of deficit and the other 20 percent will need to be addressed
- Scenario 1A sales tax cannot trade off local county efforts to renew their own sales tax
- Voter sensitivity for conflicting sales tax and sensitivity for tax rates or duration, and permanent sales tax considerations
- Advocacy with tenured representation in Washington, DC, retired representation, advocacy and relationship building with congress members to put a face to the organization

Public comment

Aleta Dupree, Team Folds, commented on potential challenges with incoming administration, MTC regional funding measure, and energy from regenerative braking.

Adina Levin, Seamless Bay Area and Voices of Public Transportation, commented on proposals funding that are less than needed by agencies, citizens' initiative option and advocacy community, and Caltrain funding amounts from MTC options.

Motion/Second: Heminger/Gee

Ayes: Gee, Heminger

Noes: None

Absent: Abe-Koga

7. Committee Member Requests

Chair Heminger requested Executive Director Michelle Bouchard to provide a brief update on trip to Lima, Peru.

Ms. Bouchard attended the signing ceremony with the Mayor of Lima and Ambassador to Peru and explained the transaction's importance to United States Secretary of State Antony J. Blinken and the City of Lima, Peru. Ms. Bouchard explained the congestion in Lima, opportunity for the commuter fleet, and how Caltrain's electrification program helps the air quality in another part of the world. Ms. Bouchard explained the next steps include a signed contract, inspection of the fleet, leverage lease payment and release, and process of transporting the fleet abroad.

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 will receive scrap value for equipment
- Lima will pay release of lease, transportation cost, staff costs, and any additional related costs

8. Date/Time of Next Regular AMP Committee Meeting: Wednesday, December 20, 2024 at 3:30 pm.

9. Adjourn - The meeting adjourned at 4:28 pm.