

**Peninsula Corridor Joint Powers Board (JPB) Summary
Meeting of April 4, 2024**

Report of the Executive Director - Michelle Bouchard, Executive Director, provided updates, which included the following:

- Kick-off Giants season – the train is the best way to get to the games. New Bay FC (Football Club) team here at PayPal Stadium and created joint swag in support
- Headquarter search – working with SamTrans to consider co-locating but also exploring other options. Last week, Caltrain issued an RFI (request for information) for potential new office space and expect to provide an update in May and a recommendation in June
- Supplemental Reading File contains a comparison of Caltrain and BART's (Bay Area Rapid Transit) respective ridership recovery and analysis of demographic differences; continue to review to understand how to grow ridership
- Regional Measure – thanked Board Members and Senator Wiener and his staff for support and discussions
- PCEP (Peninsula Corridor Electrification Project) – successful back-to-back tests of traction power system. Shipped 32 gallery cars to Sonoma, CA. A successful event with SPUR group resulting in positive reactions. The next major public event is scheduled on May 11 in San Carlos and we are working on a public EMU (electric multiple units) event in Palo Alto Station

JPB Board of Directors Received and Approved the Following Items:

- Meeting Minutes of March 7, 2024
- Accept Statement of Revenues and Expenses for the Period Ending February 29, 2024
- Renew Findings of an Emergency Regarding the North Channel Embankment of the San Francisquito Creek Bridge Due to Erosion Pursuant to Public Contract Code §22050*
- Authorize Amendment 1 to Contract with Olson Remcho LLP for General Counsel and Other Legal Services Including Execution of Two One-Year Option Terms*
- Award of Contract for On-Call Management of Soil, Hazardous Waste and Other Environmental Compliance Services*
- Authorization to Apply to CalPERS for a Successor Agency Contract
- Award of Contract for Electrified Rail Support Services*

State and Federal Legislative Update: Consideration of Position on Senate Bill 1031, The Connect Bay Area Act – Casey Fromson, Chief of Staff, Devon Ryan, Government Affairs Officer, and Raayan Mohtashemi, Senator Wiener's Office Legislative Aide, provided the presentation that included the following:

- Received two community project awards from Congresswoman Eshoo and Congressman Mullin to support the Caltrain grade crossing improvements project to fund safety improvements at Whipple Avenue in Redwood City, Ravenswood Avenue in Menlo Park, and East Meadow Drive in Palo Alto

- Avoided government shutdown until October; President included \$25.4 billion for proposed budget
- AB (Assembly Bill) 1837 bill to codify Regional Network Management Council. Collection of all different transit agencies and MTC (Metropolitan Transportation Commission) to make decisions for regional transit
- FY (fiscal year) 2026 starts to see a deficit; \$25 million proposed from MTC would reduce the deficit to \$11 million, but no funding received yet
- Legislative program adopted in January focused on customer experiences, frequency, schedule, coordination, fair integration, seamless payment options, consistent signage, communication efforts
- SB (Senate Bill) 1031, sponsored by MTC, replaced SB925. \$750 million intended for some of the operator shortfalls
 - Provides MTC with more authority to control existing resources
 - Transit Demand Management (TDM) section of the bill require employers to purchase a universal pass or something equivalent
 - Include language on assessment and plan to consolidate all Bay Area transit agencies
 - Different funding sources: sales tax, partial tax, payroll tax, and vehicle registration fee
 - Create a \$750 million annual minimum for transit service, and can be bonded against
 - Intent to require MTC to consider need and geographic balance for distributing the revenues, but no further information provided
 - Would require CalSTA (California State Transportation Agency) to enter into an agreement with a transportation institute (University of California Institute of Transportation studies or the Minnesota Transportation Institute at San Jose State) to conduct an assessment of the associated advantages and disadvantages of consolidating all the Bay Area transit agencies and it would need to be done by January 1, 2026. Funding not identified in bill
 - TDM requires voter approval for employers with 50 or more employees located in proximity to transit to purchase universal passes for employees. No funding was identified for administration of the program, and no funding identified to backfill impacted agencies
 - Bill would allow MTC the ability to withhold or condition existing and future STA (State Transit Assistance) and TDA (Transportation Development Act), also known as LTF (Local Transportation Funds), which agencies depend on for operations support
 - The bill is a work in progress and staff have been working with MTC and the author's office on amendments

Chair Davis reported a discussion with Senator Wiener, Ms. Bouchard, Ms. Fromson, and Mr. Mohtashemi that included the following:

- No direct Caltrain operation support in the bill, and that would be a condition of support
- Language needed in bill in holding Go Pass revenue harmless
- Deep concerns regarding consolidation as a foregone conclusion – open to assessment and additional paths (costs and risks)
- Timing of parts of the bill that goes into effect once the bill passes

- Senator Wiener as strong advocate for transit at the state level
- Facing severe revenue shortage in near future with no plan for moving forward with full electrification expansion

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

- Requires two-thirds voter approval
- No direct Caltrain operation support in the bill
- Clarification on Mr. Mohtashemi's role in drafting and amending the bill
- Any textual language for amendments and for MTC expansion of power
- Clarification on timelines/important dates for amendments. Most opportune time for amendments considered on the senate side
- Need for consolidation language to be removed, substantial amendments, and delineation of funding. If MTC cannot have a discussion, transit agencies should take a position
- Clarification on funding allocation and need to indicate specific amount versus range
- Justification for opposing the bill unless substantially amended. Include an explanation and possibility of changing position in the letter
- A quorum of the Board voted to approve staff working on a letter to state its position to oppose the legislation unless amended to drop consolidation, drop expansion of MTC's authority, ensure equitable allocation of funding, and support for coordination

Peninsula Corridor Electrification Project (PCEP) Monthly Progress Report - Pranaya Shrestha, CalMod Chief Officer, Casey Fromson, Chief of Staff, and Keith McCoy, Project Direct, BBI (Balfour Beatty Infrastructure, Inc), provided the presentation that included the following:

- No changes to revenue service or budget
- Two successful weekend short circuit testing
- Live run testing from end to end is scheduled later this month. Received fifth electric train 1,000-mile testing. 10 train sets onsite
- Approximately \$39 million remaining in project contingency pool
- Some punch list items to be completed after September launch, but no safety concerns
- Public event on May 11 and 160 years of passenger rail
- Completed four out of five short-circuit testing
- On target with completion of punch list items by the end of July

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- Request for costs associated to replacement of impedance bonds and what is being done to minimize theft
- Clarification on expenditures for shared risk pool versus project contingency

Link21 Program Update – Deferred.

Monthly Reports were provided on the following items:

- Report of the Citizens Advisory Committee – Brian Shaw, Chair, provided an update on CAC discussions, which included the following:
 - Member Kline resigned. Four vacancies need to be filled
 - Received Measure RR audit and review. Approved report and instructed staff to move forward
 - Financial plan – provided suggestions for shorter trains for off-peak hours to save money, energy, labor, and to educate the public that electric trains may be quieter and cleaner, but not necessarily cheaper to run
 - Next meeting agenda to include safety quarterly update, wayfinding report, and access policy
- Report of the Chair – Chair Davis reported on event scheduled on Friday with legislators to introduce electrified trains. Previously done three to four times with legislative delegations, SPUR, and other groups in San Jose. Getting the word out about EMUs to ensure getting people interested. Attended Bay FC opener game where it was sold out. Saw line for Lyft after the game, so there is an opportunity there.
- Report of the Local Policy Maker Group (LPMG) – Chair Burt reported quarterly in-person meeting in Redwood City. Focused on advancing corridor-wide crossing investment program. Useful to have a written report in more detail that would lay out recommendations.
- Report of the Transbay Joint Powers Authority (TJPA) – Chair Gee reported still working on funding and concurrently working on shortlisting the major contractors for civil and tunnel track.