

**Peninsula Corridor Joint Powers Board (JPB) Summary  
Meeting of May 2, 2024**

**Closed Session:** Conference with Legal Counsel – Pending Litigation (§ 54956.9(d)(1))[Rogers v. Peninsula Corridor Joint Powers Board, San Mateo County Superior Court, Case No. 23-CIV-03335] - There were no reportable actions.

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

- Two major electrification milestones completed last month: Successful integrated testing along the right of way and end-to-end corridor runs, as well as testing of timetable times
- Celebration event in San Carlos on May 11<sup>th</sup>
- Appreciated Mayor Blankley’s comments. Great response to fourth train addition in September 2023. Getting ridership back one person at a time. Trips from Gilroy to North San Jose will also see reduced travel times
- This month is Bike to Wherever – sponsoring two energizer stations on May 16<sup>th</sup> at San Mateo and Mountain View. Also hosting an informative online event on May 6<sup>th</sup> to explore the best ways people can integrate biking with Caltrain for their daily commutes or leisure destinations
- Regional transit revenue measure – gratitude for Board support, ongoing engagement, and leadership
- Caltrain headquarters – continue to explore possibilities, including co-locating with SamTrans in Millbrae. Completed RFI (request for information) and will continue to sort out available locations

**JPB Board of Directors Received and Approved the Following Items:**

- Meeting Minutes of April 4, 2024
- Accept Statement of Revenues and Expenses for the Period Ending March 31, 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\*
- Authorizing the Application for and Receipt of Low Carbon Transportation Operations Program Funds for Ridership Recovery Service Enhancement

**Receive Energy Procurement Strategy Update and Authorize Application to California’s Low Carbon Fuel Standard Program** – Alex Burnett, Bell Burnett & Associates, provided the presentation, which included the following:

- Active discussions with two CCAs (Community Choice Aggregators), Peninsula Clean Energy (PCE) and San Jose Clean Energy (SFCE). They are the default providers based on location of traction power stations in San Jose and South San Francisco
- PCE offers two products, EcoPlus and Eco100, and both are 100 percent renewable

- PCE is made up of Eco100 of 50 percent solar and 50 percent wind, whereas San Jose has a total green product, which is 100 percent wind
- PCE authorized a new tariff as of April 25<sup>th</sup>. PCE is taking to CARB (California Air Resources Board) to get certified. Will charge no incremental premium and getting at the same price as ECOPlus. SJCE is working to create this too
- PG&E (Pacific Gas and Electric Company) is responsible for delivery of energy. Discussing two strategies to reduce costs. Looking at combining the two meters at each substation and regenerative braking. May need to install two new meters to measure regenerative braking and enter into an interconnection agreement
- Do not have legal authority to enter wholesale market
- LCFS (Low Carbon Fuel Standard) program – need to register. Credits generated are market based and credits can fluctuate. Program currently undergoing rulemaking process so the State can change rules at any time
- Authorized to hire two positions: Manager of Energy and Senior Energy Analyst

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

- Clarified fiscal year (FY) budget has \$25 million, but unsure how much electricity will be used until in revenue service
- Confirmed low carbon credits and LCFS assumptions
- Not seeking authority to enter wholesale market as it comes with a list of considerations, such CCAs manages portfolio in terms of energy procurement, resource adequacy, and regulatory compliance
- New energy load is subject to Power Charge Indifference Adjustment (PCIA), which is regulated and a non-bypassable charge. It is supposed to compensate or otherwise help PG&E offset for departing load, not new load

#### **State and Federal Legislative Update and Consideration of Positions on Legislation:**

**HR 7039 (Johnson), AB 2053 (Lee), and SB 1031 (Wiener and Wahab)**– 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 information:

- H.R. 7039, the Stronger Communities Through Better Transit Act, provides \$20 billion a year for four years for a total of \$80 billion for transit operations funding. Based on Federal Transit Administration (FTA) formulas
- AB (Assembly Bill) 2503 – CEQA (California Environmental Quality Act) Exemption for Passenger Rail Projects Bill would exempt rail electrification projects from CEQA
- AB 1837 codify the existing Regional Network Management Council to promote coordination of regional transit priorities

Staff provided further clarification in response to Director Zmuda’s question regarding the funding source for H.R. 7039. The Board approved the staff recommendations to support H.R. 7039, AB 1837, and AB 2053.

- SB (Senate Bill) 1031 presentation included the following:
  - Senate Transportation Committee Hearing outlined term sheet. Notable item included sales tax not limited to more than half a cent, which would drop the bill down to \$1 billion, but goal being \$1.5 billion to help cover operating deficit
  - Guarantee at least \$25 million annually for large operators
  - Consolidation has progressed. More focused on a study with no predetermined outcomes. Senator Wahab's office open to amendments
  - TDM (transportation demand management) – another pass would interfere with Go Pass. New language coming and some hold harmless language as well
  - Enhanced MTC (Metropolitan Transportation Commission) authority – new guardrails in place provides some restrictions on MTC. May continue to have refinements
  - Board position remains – Opposed unless amended

Chair Davis took the agenda item to Receive Link21 Program Update out of order prior to PCEP Monthly Progress Report.

**Receive Link21 Program Update** – Dahlia Chazan, Chief of Planning, Sadie Graham, BART (Bay Area Rapid Transit) Link21 Director, Camille Tsao, Capitol Corridor Link21 Lead, provided the presentation that included the following information:

- Advanced in partnership with BART and Capital Corridor since 2020
- Transit ridership has not returned to pre-COVID. Forecasted for increased ridership over time and expect to see back at pre-COVID levels at or before 2040
- Developing service plan building on Caltrain's adopted service plan
- Crossing is not the only thing included in program - will include improvements using existing rail corridors. Opportunity to provide better passenger experience or improve connections to communities across the region and megaregion
- Provided differences between BART, wide gauge versus regional rail, and standard gauge crossings. Regardless of what track piece is used, the new crossing would meet overarching goals of program. Improvements in addition to new crossing would help improve the passenger experience

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

- Concerns for more rail operators on the corridor and more land for passing tracks
- Management Team should include Caltrain if moving forward with standard gauge crossing, which would require additional staffing resources
- Concerns for existing capital infrastructure along with infrastructure expansion
- Need to review new technologies that would offer better alternatives than the two gauges

**Peninsula Corridor Electrification Project (PCEP) Monthly Progress Report** – Pranaya Shrestha, Chief Officer of CalMOD, Casey Fromson, Chief of Staff, and Keith McCoy, Project Director for BBI (Balfour Beatty Infrastructure) provided the presentation that included the following information:

- On schedule and no changes to budget
- Finished construction activities along with integrated testing
- On target with substantial completion for May 8<sup>th</sup>
- Six train electric train sets have completed 1,000 miles. Need eight train sets for power contingency test and are on target for that
- Top risk remains theft of impedance bonds. \$2.35 million taken out of shared risk with BBI funding half
- Date for last weekend shutdown is June 8<sup>th</sup> – 9<sup>th</sup> throughout whole corridor. Bus bridges to Millbrae, Palo Alto, and San Jose - No service anywhere else
- 2,500 RSVPs received for May 11<sup>th</sup> Electric Train Tour event – also celebrating 160 years of service. Next event on June 1<sup>st</sup> at Palo Alto station with Stanford University and City of Palo Alto
- Continued focus on safety. Successful end-to-end test over the weekend. Wrapping up traction power training in May
- 72 percent complete with punch list and will be completed in July. On target for final acceptance for September 8<sup>th</sup>
- Focusing on identifying items after revenue service, such as corrosion equipment and will be done after start of revenue service - not safety related

**Monthly Reports were provided on the following items:**

- Report of the Citizens Advisory Committee – Adrian Brandt, Vice Chair, provided an update on CAC discussions, which included the following:
  - Member Torres (San Francisco Member) resigning
  - South County Gilroy service update received. Discussed disparity between AM and PM ridership. Technical issues delayed new service out of Gilroy in the morning
  - Discussed cross platform transform planned at Diridon Station
  - Had Station Access Policy Update. Ongoing issues with elevators available and standardizing designs.
  - Had Quarterly Safety Update that touched on tree issues
  - Requested for information on ongoing issues vehicle incursions and trespasser strikes
- Report of the Chair – Chair Davis skipped her report due to time constraints
- Report of the Local Policy Maker Group (LPMG) – Chair Burt reported receiving the Station Access Plan and a discussion around critical partnership role that cities need to and could benefit from in being full partners in the program.
- Report of the Transbay Joint Powers Authority (TJPA) - Chair Gee reported still waiting on approval to enter engineering.