

**Peninsula Corridor Joint Powers Board
Work Program – Legislative – Planning Committee (WPLP)
1250 San Carlos Avenue, San Carlos CA**

MINUTES OF JANUARY 27, 2021

MEMBERS PRESENT: C. Stone (Chair), C. Chavez (left at 4:03 p.m.), S. Heminger

MEMBERS ABSENT: None.

STAFF PRESENT: J. Hartnett, J. Cassman, S. van Hoffen, S. Petty, M. Bouchard, D. Hansel, R. Rios, J. Sharma, H. Lafebre, B. Tietjen, D. Seamans, S. Wong

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Charles Stone called the subcommittee meeting to order at 3:00 p.m. and led the Pledge of Allegiance.

2. ROLL CALL

District Secretary Dora Seamans called the roll and confirmed all members were present.

3. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Roland Lebrun, San Jose, commented on separating PowerPoint presentations from the agenda packet, and using structured agendas in Hypertext Markup Language (HTML) such as Legistar.

4. APPROVE MEETING MINUTES OF OCTOBER 28, 2020

Motion/Second: Chavez/Heminger

Ayes: Chavez, Heminger, Stone

Noes: None

Absent: None

5. STATE AND FEDERAL LEGISLATIVE UPDATE AND APPROVAL OF LEGISLATIVE PROPOSALS

Brent Tietjen, Government and Community Relations Officer, said they are requesting support for Senate Bill 44 and recommending support for ACA-1, a constitutional amendment to reduce the voter approval threshold from two-thirds (66 percent) to 55 percent for cities and counties to issue bonds or raise taxes for public infrastructure.

Public comment

Roland Lebrun, San Jose, commended Mr. Tietjen's detailed update.

Motion/Second: Chavez/Heminger

Ayes: Chavez, Heminger, Stone

Noes: None

Absent: None

6. ADOPTION OF A MITIGATED NEGATIVE DECLARATION FOR THE GUADALUPE RIVER BRIDGE REPLACEMENT PROJECT

Hilda Lafebre, Manager of Capital Projects & Environmental Planning, stated that a couple of bridges over the Guadalupe River have structural deficiencies and erosion that needs to be addressed. She explained that one was built in 1935 (NT-1) and the other in 1990 (NT-2). Ms. Lafebre stated that NT-1 does not meet seismic, railroad, and engineering standards and they need to widen the channel of the water at NT-2 in order to reduce the velocity of the flow that is causing erosion. She said that the project would take two years for completion in a sequenced manner.

Michelle Bouchard, Chief Operating Officer, clarified that Union Pacific has a policy that would not allow them to operate under wires; therefore NT-1 would not be electrified.

Public comment

Roland Lebrun, San Jose, commented on having a PowerPoint to understand bridge location. He stated that the bridges need to be fixed for electrification to move forward, and commented on taking the same approach as the Los Gatos Bridge.

Director Cindy Chavez agreed that slides would be helpful for the Board.

Motion/Second: Chavez/Heminger

Ayes: Chavez, Heminger, Stone

Noes: None

Absent: None

7. INCREASE THE TOTAL PROJECT AUTHORITY BY \$25,900,000 FOR THE 25TH AVE GRADE SEPARATION PROJECT; INCREASE THE EXECUTIVE DIRECTOR'S CONTRACT CHANGE ORDER AUTHORITY BY \$12,100,000 AND AMEND THE FY2021 CAPITAL BUDGET BY \$25,900,000 TO \$112,559,772

Ms. Bouchard stated that this was brought to the JPB Finance Committee earlier in the week and that the project is one of two supported by San Mateo County, Valley Transportation Authority (VTA), City of San Mateo, and community sponsors. She expounded on the Union Pacific fiber optic issue.

Joy Sharma, Senior Project Manager, said the timing is to precede Caltrain electrification, the project is 85 percent complete, and that the Hillsdale Station should be complete in Spring 2021. Ms. Sharma noted the 31st Avenue project still needs to be completed and the overall project was delayed more than 500 days due to fiber optic issues. She stated that the estimated completion costs would now be \$205.9 million and they are requesting an additional \$25.9 million and to increase the executive director's contract change order authority by \$12.1 million.

The Board members had a robust discussion and staff provided further clarification in response to the Board comments and questions regarding quality control with Schimmick due to its previous performance with the Metropolitan Transportation Commission (MTC), high-speed rail funding, grade separation studies, the timing of this notice for additional funds, working with an underground authority to map what is

below grade, looking at options for investments, and comparing the initial estimate and final cost of the last grade separation completed (San Bruno).

Public comment

Adrian Brandt, San Mateo County, commented on digging underground, grade separation designs, excessively thick bridges, and using U-shaped bridges to maximize clearance.

Roland Lebrun, San Jose, commented on the Hillsdale project lifting tracks to provide connectivity, the \$84 million funding, learning from previous lessons and the Broadway project.

8. POST COVID BUSINESS STRATEGY – SCENARIO PLANNING

Sebastian Petty, Deputy Chief of Planning provided a presentation, and spoke about recovery and scenario planning. He explained Caltrain's business (Rail Service & Corridor Management) and how Caltrain provides value. Mr. Petty explained Caltrain's current status within the long-range vision, major shifts in the business environment, and potential scenarios for the future.

Director Chavez left at 4:03pm.

The Board members had a robust discussion and staff provided further clarification in response to the Board comments and questions regarding ridership recovery, fare policy, diversity of riders, passage of Measure RR, electrifying the railroad, micro-mobility issues, and strong federal assistance.

Public comment

Adina Levin, Friends of Caltrain, commented on the assumption of transit recovery in the rest of the world, and low carbon footprints.

Roland Lebrun, San Jose, commented on awarding Transit America Services, Inc. (TASI) the contract on this system, and operating with different leadership to drive ridership.

Jeff Carter, Millbrae, commented on addressing the fare system, getting rid of zones point-to-point pricing, bringing back multi-ride tickets, and going back to the lower multiplier.

Adrian Brandt, San Mateo County, commented on fare structure, pricing, time-based passes for those going into the office infrequently and not tying passes to calendar months.

9. CALTRAIN ELECTRIFICATION TWO SPEED-CHECK CROSSING DESIGNS

John Funghi, CalMod Chief Officer, said their existing grade crossing system requires gates to activate at least 25 seconds prior to the train approaching the crossings, and their current gate down time is longer when trains travel at a slower speed. Mr. Funghi said the current rail industry does not have an AC compatible grade crossing system that is Federal Railroad Administration (FRA) compliant. He also said there is no track-based wayside solution that approximates exactly what they have today. He stated

that the first two cut overs would be installed this weekend and there would be an additional performance presentation the future.

The Board members had a robust discussion and staff provided further clarification in response to the Board comments and questions regarding greater delays with the new system, and public records requests.

Public comment

Adrian Brandt, San Mateo County, commented the issues with dual speed check categorizing all trains into two speeds, which would cause a 20 miles per hour train to wait three times longer than necessary.

Roland Lebrun, San Jose, commented pre-conditioning the line before electrification to prevent longer gate down times and selecting the correct provider to deliver on projects.

10. COMMITTEE MEMBER REQUESTS

Director Steve Heminger requested a history of corridor wide grade separations completed, costs, and other data once operational.

Chair Charles Stone requested the initial and final costs for the San Bruno Grade Separation project.

11. DATE/TIME OF NEXT REGULAR WPLP COMMITTEE MEETING: WEDNESDAY, FEBRUARY 24, 2021 AT 3:00 PM VIA ZOOM

12. ADJOURN

The meeting adjourned at 5:10 p.m.