



BOARD OF DIRECTORS 2021

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ACTING EXECUTIVE DIRECTOR

# AGENDA

## PENINSULA CORRIDOR JOINT POWERS BOARD

### Work Program – Legislative – Planning (WPLP) Committee Meeting

Committee Members: Charles Stone (Chair), Cindy Chavez, Steve Heminger

**Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to the [Governor's Executive Orders N-25-20 and N-29-20](#).**

Directors, staff and the public may participate remotely via Zoom at

<https://zoom.us/j/99768901849?pwd=VmVSSEJFZHhyNzhIR212RURzODNndz09> or by entering Webinar ID: **997 6890 1849**, Passcode: **609602**, in the Zoom app for audio/visual capability or by calling 1-669-900-6833 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <http://www.caltrain.com/about/bod/video.html>

**Public Comments:** Members of the public are encouraged to participate remotely. Public comments may be submitted to [publiccomment@caltrain.com](mailto:publiccomment@caltrain.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at [http://www.caltrain.com/about/bod/Board\\_of\\_Directors\\_Meeting\\_Calendar.html](http://www.caltrain.com/about/bod/Board_of_Directors_Meeting_Calendar.html).

Oral public comments will also be accepted during the meeting through \*Zoom or via the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Use the Raise Hand feature to request to speak. For public participants calling in, dial \*67 if you do not want your telephone number to appear on the live broadcast. Callers may dial \*9 to use the Raise the Hand feature for public comment and press \*6 to accept being unmuted when recognized to speak for two minutes or less. Each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

**September 22, 2021 – Wednesday**

**3:00 pm**

1. Call to Order / Pledge of Allegiance

2. Roll Call
3. Public Comment on Items not on the Agenda  
Comments by each individual speaker shall be limited to three (3) minutes. Items raised that require a response will be deferred for staff reply.
4. Approve Meeting Minutes of August 25, 2021 MOTION
5. Approve Modified 2022 WPLP Meeting Calendar MOTION
6. State and Federal Legislative Update INFORMATIONAL
7. Peninsula Corridor Electrification Project (PCEP) Project Update (oral) INFORMATIONAL
8. Update on Marketing Efforts Related to Increasing Ridership INFORMATIONAL
9. Peninsula Shuttle Study Recommendations INFORMATIONAL
10. Committee Member Requests
11. Date/Time of Next Regular WPLP Committee Meeting:  
Wednesday, October 27, 2021 at 3:00 pm via Zoom (additional location, if any, to be determined)
12. Adjourn

## **INFORMATION FOR THE PUBLIC**

All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

If you have questions on the agenda, please contact the JPB Secretary at 650.508.6242. Agendas are available on the Caltrain website at [www.caltrain.com](http://www.caltrain.com). Communications to the Board of Directors can be e-mailed to [board@caltrain.com](mailto:board@caltrain.com).

*Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电 1.800.660.4287*

### **Date and Time of Board and Committee Meetings**

JPB Board: First Thursday of the month, 9:00 am; JPB WPLP Committee: Fourth Wednesday of the month, 3:00 pm. Date, time and location of meetings may be changed as necessary. Meeting schedules for the Board and committees are available on the website.

### **Location of Meeting**

**Due to COVID-19, the meeting will only be via teleconference as per the information provided at the top of the agenda. The Public may not attend this meeting in person.**

\*Should Zoom not be operational, please check online at [http://www.caltrain.com/about/bod/Board\\_of\\_Directors\\_Meeting\\_Calendar.html](http://www.caltrain.com/about/bod/Board_of_Directors_Meeting_Calendar.html) for any updates or further instruction.

### **Public Comment\***

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### **Accessible Public Meetings/Translation**

Upon request, the JPB will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email [titlevi@samtrans.com](mailto:titlevi@samtrans.com); or request by phone at 650-622-7864 or TTY 650-508-6448.

### **Availability of Public Records**

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.

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

**DRAFT MINUTES OF AUGUST 25, 2021**

**MEMBERS PRESENT:** C. Stone (Chair), C. Chavez

**MEMBERS ABSENT:** S. Heminger

**STAFF PRESENT:** M. Bouchard, D. Hansel, J. Harrison, S. Petty, B. Fitzpatrick, C. Fromson, T. Bartholomew, A. Akin, D. Seamans, S. Wong

**1. CALL TO ORDER/PLEDGE OF ALLEGIANCE**

Chair Charles Stone called the meeting to order at 3:03 p.m. and led the Pledge of Allegiance.

**2. ROLL CALL**

District Secretary Dora Seamans called the roll and confirmed a quorum was present.

**3. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA**

Roland Lebrun, San Jose, commented on the audio quality, moving 4, 5, 7 to consent, governance, and the new schedules.

**4. APPROVE MEETING MINUTES OF JULY 28, 2021**

Motion/Second: Chavez/Stone

Ayes: Chavez, Stone

Noes: None

Absent: Heminger

Public comment

Roland Lebrun, San Jose, commented on posting meeting transcripts online.

**5. APPROVE 2022 WPLP COMMITTEE CALENDAR**

Motion/Second: Chavez/Stone

Ayes: Chavez, Stone

Noes: None

Absent: Heminger

## **6. AUTHORIZE EXECUTION OF AN EXCLUSIVE NEGOTIATION AGREEMENT TO EXPLORE A PROPERTY EXCHANGE WITH KM-ECR LLC**

Brian Fitzpatrick, Director, Real Estate & Property Development, provided an update that included the groundwork for a potential land swap and the Caltrain Station in Redwood City.

### Public comment

Roland Lebrun, San Jose, commented on proposed similar development with Google, removing passing tracks in South San Francisco, Redwood junction connection, level boarding and passing tracks, and equity.

Motion/Second: Chavez/Stone

Ayes: Chavez, Stone

Noes: None

Absent: Heminger

## **7. PROCLAMATION DECLARING SEPTEMBER RAILROAD SAFETY AND SUICIDE PREVENTION MONTH**

### Public comment

Roland Lebrun, San Jose, commented on suicide prevention through engineering.

The Board members had a discussion and directed staff to :

- List the suicide prevention partners as part of the action and to include the programs between us and those partners in body of the report.
- The need for a paradigm shift and representatives at higher levels of government to understand and fund grade separations.

Motion/Second: Chavez/Stone

Ayes: Chavez, Stone

Noes: None

Absent: Heminger

## **8. POLICY REGARDING WAIVER OF FEES ASSOCIATED WITH REQUESTS FOR CONVEYANCE OF PROPERTY INTERESTS**

Brian Fitzpatrick, Director, Real Estate & Property Development, provided an update on the following:

- The policy and fee schedule and association with a variety of agreements
- Develop guiding principles that staff would follow for when it might be a good idea to waive these fees
- Four guiding principles : 1) quid pro quo 2) if JPB is a co-sponsor 3) event sponsored by another agency (bike to work day) 4) community service oriented nonprofit agencies

Public comment

Roland Lebrun, San Jose, commented who makes the determination for the policy and fees.

The Board members had a discussion and staff provided further clarification on the guiding principles that would be used by the executive director on potentially waiving fees.

**9. STATE AND FEDERAL LEGISLATIVE UPDATE**

Casey Fromson, Acting Chief Communications Officer, provided an update on the following:

- At the federal level, the infrastructure package passed Senate and needs House approval
- \$1 trillion package with half consisting of one-time stimulus funds and the other half of traditional appropriations
- \$8 billion Capital Investment Grant Program for one-time up front stimulus funding and staff will looking to apply for future grants for grade separations
- Had 16 meetings with the state legislature

**10. PENINSULA CORRIDOR ELECTRIFICATION PROJECT (PCEP) PROJECT UPDATE**

John Funghi, CalMod Chief Officer, provided the presentation, which included the following:

- Identifying appropriate funds for electrification
- 2040 service vision and staying consistent with partners
- Bi-partisan infrastructure package (\$66 billion for rail, \$12 billion inner city rail, \$3 billion for grade crossing safety improvements)
- Major project elements and complete rebuild of two substations in South San Francisco and San Jose
- Future growth for Caltrain (jobs/housing in Bay Area) and tripling of ridership
- Electric train production, key milestones, and updated project costs
- Top risks and project priorities

Public comment

Roland Lebrun, San Jose, commented on updating various slides, constant warning time completion before electrification and implementation, and reviewing governance.

The Board members had a robust discussion and staff provided further clarification on the following:

- Concerns on being over budget, overruns and use of contingency funds
- How to stop the overuse of budget and potential reoccurrence of these types of issues with PG&E in South San Francisco
- Complications of the project not going away; holding partners to a high standard, have predictions so the public understands this process
- Not having an underground authority

## **11. DIRIDON REAL ESTATE UPDATE**

Brian Fitzpatrick, Director of Real Estate & Property Development, provided the presentation that covered the following:

- Caltrain owns a 3 acre parcel adjacent to Diridon station and pursuing development on a portion of this land
- Rail Corridor Use Policy (each area designated as a property use zone)
- Real Estate Process and timeline and next steps

Aaron Akin, Community Development Consultant, provided a presentation that covered the following:

- Amended Diridon Station Area Plan (DSAP)
- Land use balance and affordable housing implementation
- Diridon Integrated Station Concept Plan and proposal

### Public comment

Roland Lebrun, San Jose, commented on an integrated development, extending the overall station to the North rather than South, parcel staging during construction, and integrated planning.

Mike Sodergren, San Jose, commented on the historic Diridon station, its designation as landmark, the fate of station, and preserving the station.

The Board members had a discussion and staff provided further clarification in response to the Board comments and questions regarding PacSJ's concerns regarding the Diridon Station.

## **12. COMMITTEE MEMBER REQUESTS**

Director Chavez requested staff include the presentation maps (KM-ECR LLC) in the packet.

Director Chavez requested local suicide boards and partnerships listed as part of the action in Railroad Safety and Suicide Prevention month.

Director Chavez requested information addressing concerns regarding preservation of Diridon station as a historic landmark at the full board meeting.

## **13. DATE/TIME OF NEXT REGULAR WPLP COMMITTEE MEETING: WEDNESDAY, SEPTEMBER 22, 2021 AT 3:00 PM VIA ZOOM**

## **14. ADJOURN**

The meeting adjourned at 4:34 p.m.

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: JPB Work - Program - Legislative - Planning Committee

THROUGH: Michelle Bouchard  
Acting Executive Director

FROM: David Santoro  
Chief of Staff

SUBJECT: **APPROVE MODIFIED 2022 WPLP MEETING CALENDAR**



Finance Committee  
Recommendation



Work Program-  
Legislative-Planning



Staff Coordinating  
Council Reviewed



Staff Coordinating Council  
Recommendation

**ACTION**

Staff Coordinating Council recommends the Joint Powers Board approve the attached modified WPLP meeting calendar for 2022.

**SIGNIFICANCE**

The JPB Work - Program - Legislative -Planning Committee is now scheduled to meet consistently on a Monday at 3:00pm two weeks prior to the Board meeting.

**BUDGET IMPACT**

There is no impact on the budget.





## JPB Work Program-Legislative-Planning (WPLP) Meeting Calendar – 2022

### Two Wednesdays prior to the Board Meeting – 3:00 PM

Wednesday, January 26

Wednesday, February 23

Wednesday, March 30

Wednesday, April 27

Wednesday, May 25

Wednesday, June 29

Wednesday, July 27

Wednesday, August 24

Wednesday, September 28

Wednesday, October 26

*Wednesday, November 23*

*(Note – Thanksgiving is Thursday, Nov. 24)*

\*Wednesday, December 21

Board Committee Members: Charles Stone (Chair), Cindy Chavez, Steve Heminger  
Primary Staff Liaison: Michelle Bouchard, Sebastian Petty

Regular meetings scheduled monthly two Wednesdays at 3:00 p.m. prior to the Board meeting, unless otherwise noted.

**\*Three Wednesdays prior to the Board Meeting due to Christmas falling on December 26<sup>th</sup>**

All meetings are held via [Zoom](#) (additional location, if any, to be determined), unless scheduled and stated otherwise at

[https://www.caltrain.com/about/bod/Board\\_of\\_Directors\\_Meeting\\_Calendar.html](https://www.caltrain.com/about/bod/Board_of_Directors_Meeting_Calendar.html)

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: JPB Work - Program - Legislative - Planning Committee

THROUGH: Michelle Bouchard  
Acting Executive Director

FROM: Casey Fromson  
Chief Communications Officer, Acting

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

Finance Committee  
Recommendation

Work Program-  
Legislative-Planning

Staff Coordinating  
Council Reviewed

Staff Coordinating Council  
Recommendation

**ACTION**

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) receives the attached memos. Staff will provide regular updates to the Board in accordance with the Legislative Program.

**SIGNIFICANCE**

The 2021 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

Prepared Lori Low  
By: Government & Community Affairs Officer

650.508.6391

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Holland & Knight LLP | www.hklaw.com

## Caltrain As of September 13, 2021 Federal Transportation Report

### **Democrats Work to Advance Infrastructure Packages to Advance President's Agenda**

- Congressional Democrats are pursuing parallel paths to advance major spending packages before October to advance key parts of President Biden's economic agenda. The House is supposed to consider the Senate-passed Bipartisan Infrastructure package ([H.R. 3684](#)) the week of September 27; however, progressive House members have said that they will not support the infrastructure bill until after the reconciliation bill. Therefore, the timing for bipartisan infrastructure bill could be delayed. This bill includes the reauthorization of the surface transportation authorization bill, the FAST Act, which expires on September 30. Therefore, Congress will most likely have to pass an extension.
- House committees are also drafting their portions of the \$3.5 trillion reconciliation bill to be finished by September 15.
- The House Transportation and Infrastructure Committee will mark up its section of the reconciliation bill on September 14. Chairman Peter DeFazio (D-OR) has worked to include additional transportation funding in reconciliation, working around the agreement between the White House and Senate Republicans not to “double-dip” issues addressed in the bipartisan deal.
- The budget resolution calls includes \$60 billion in funding for issues under the jurisdiction of the Transportation and Infrastructure Committee. Chairman DeFazio has also included funding for Community Funded Projects, that were included in his surfacetransportation bill (the INVEST Act) to be included in reconciliation.

### **FY 2022 Appropriations Update**

- Fiscal year (FY) 2021 government funding expires on September 30. Given the very few legislative days in September to complete the work necessary on all 12 annual appropriations bills, it is certain that Congress will pass a Continuing Resolution (CR) to keep the government open.
- At this point in the appropriations process, the House has passed 10 of the 12 annual appropriations bills. In August, the Senate Appropriations Committee [advanced](#) its first three spending bills for FY 2022. However, the Senate has not brought any to the floor for a vote.

- While no date has been discussed on how long the CR will be, the White House has shared that it is seeking other requests to be attached to the CR. The White House is seeking \$14 billion in disaster aid to respond to recent natural disasters like Hurricane Ida and \$6.4 billion for the Pentagon and State Department to help Afghan allies and resettlement.
- Lastly, Treasury Secretary Janet Yellen has said that Congress will need to take action on the debt ceiling in the next few weeks to avert a default. Congress has typically dealt with such issues by including them in must-pass legislation like the CR.
- However, Republicans have said they will not vote to raise or suspend the debt limit if Democrats pursue their \$3.5 reconciliation bill, warning that the partisan plan could prove potentially damaging to the nation's economy during the ongoing pandemic. The stalemate over raising the debt ceiling could jeopardize even passing the CR.

### **Grants for Rail Improvement Opportunities Now Available**

- On August 26, the U.S. Department of Transportation's Federal Railroad Administration (FRA) announced a [notice of funding opportunity](#) (NOFO), making available nearly \$362 million through its Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program.
- CRISI funds projects that reduce congestion, improve short-line and regional railroad infrastructure, relocate rail lines, enhance multi-modal connections and facilitate service integration between rail and other modes such as at ports or intermodal facilities.
- "CRISI is an opportunity to invest in safety and economic progress across the rail networks that support and connect America," FRA Deputy Administrator Amit Bose said. "As the nation continues to recover from the pandemic, these projects will create jobs and improve communities. We expect applicants to address necessity, accountability, racial equity, and climate change."
- CRISI grants will be awarded to projects that reflect the Administration's priorities of fostering safety and equitable economic strength; improving core assets and ensuring racial equity and economic inclusion; addressing climate change and resilience; and modernizing our nation's transportation infrastructure.
- Applications are due by November 29.

### **Round-Up of Open Grant Opportunities**

- [Accelerated Innovation Deployment \(AID\) Demonstration Program](#): \$10 million available. Applications are due by September 28, 2021.
- [American Rescue Plan \(ARP\) Additional Assistance](#): \$2,207,561,294 available. Applications due by November 8, 2021.

- **FY21-CRS-Consolidated Rail Infrastructure and Safety Improvements:**  
\$361,978,796 available. Applications due by November 29, 2021.

**Caltrain Earmarks Submitted for Consideration:**

*As of September 13, 2021*

Please note, negotiations on the inclusion of earmarks in a variety of key federal legislative packages continues to evolve. It was recently announced that earmarks will not be included in the Senate’s version of the surface transportation reauthorization package, which has been folded into the Senate-led bipartisan infrastructure package, known as the Infrastructure Investment and Jobs Act (IIJA). On the Appropriations side, negotiations regarding the inclusion of earmarks for the Transportation, Housing and Urban Development and Related Agencies Subcommittee Appropriations Bill (THUD) continue. If both Legislative Chambers do not pass all Appropriations bills by the September 30<sup>th</sup> deadline, they will need to pass a continuing resolution (CR) in the interim, which would not include earmarks.

**THUD Appropriations**

House:

<b>Project</b>	<b>Submitted By</b>	<b>Amount</b>
Additional Mini-highs (Speier)	Caltrain	\$460,000

**Surface Transportation Reauthorization (House T&I):**

<b>Project</b>	<b>Submitted By</b>	<b>Amount</b>
Additional Mini-highs (Eshoo)	Caltrain	\$306,000
Additional Mini-highs (Lofgren)	Caltrain	\$550,000
Caltrain Optimization Project (Lofgren)	Caltrain	\$315,000

Other Caltrain relevant projects:

<b>Project</b>	<b>Submitted By</b>	<b>Amount</b>
Middle Avenue Pedestrian/Bicycle Rail Crossing (Eshoo)	City of Menlo Park	\$6.5M
At-grade Caltrain Crossing Safety Project—E. Bellevue Avenue and Villa Terrace (Speier)	City of San Mateo	\$3M



September 13, 2021

TO: Caltrain Board of Directors

FM: Joshua W. Shaw, Matt Robinson & Michael Pimentel, Shaw Yoder Antwih Schmelzer & Lange  
Mike Robson & Bridget McGowan, Edelstein Gilbert Robson & Smith LLC

RE: **STATE LEGISLATIVE UPDATE – October 2021**

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### **General Update**

The Legislature adjourned the first year of the 2021-22 Legislative Session. In the final two weeks of the Session, the Legislature sent almost 700 bills to Governor Newsom for consideration. The Governor has until October 10 to act on the bill on his desk. The Legislature will remain on interim recess until 2022. When they return in January, legislators will introduce new bills and continue work on two-year bills that are still viable.

The recall election will occur on September 14, though mail ballots have been going out since mid-August and polls opened for in-person voting in some counties in early September. County elections offices will have 30 days to certify the results and the Secretary of State will announce the official result approximately 8 days later. As such, we won't know the official outcome until late-October.

### **Update on Transportation Funding in 2021-22 State Budget**

As we have reported several times, this year's proposed state budget included significant investments in transportation, including \$2.7 billion in funding for zero-emission vehicles and infrastructure and \$2.5 billion for statewide Transit and Intercity Rail Capital Program (TIRCP) funding, funding for the 2028 LA Olympics, and funding for grade separations statewide. However, the budget did not include the Governor's proposed \$4.2 billion investment in the California high-speed rail project, which was subject to negotiations between Legislative Leaders and Governor Newsom. The budget also dictated approved transportation funding only materializes if subsequent legislation is approved by October 10. This ensured that if an agreement was not reached on high-speed rail, the funds revert to the General Fund.

Unfortunately, talks between the three parties broke down in early September and a compromise was not reached. We're hopeful the Administration and the Legislature will continue their conversations over the Legislature's recess (as they indicated they would) with a transportation funding package ready to move forward when the Legislature reconvenes in January.

The Caltrain leadership and advocacy team will continue to work with the legislative delegation on the need for additional state funding to complete the electrification project.

### **Bills of Interest**

The following bills Caltrain followed closely or took a position on this session.

**AB 361 (R. Rivas) – Open Meetings: Teleconference.** This bill would require a local agency to use teleconferencing without complying with the Brown Act when holding a meeting to declare or ratify a local emergency when state/local health officials have required or recommended social distancing. The bill would require that teleconferenced meetings provide notice of the meeting, post agendas, and means for public comment. Further, the bill prohibits local bodies from requiring public comment in advance of the meeting and require the body to make a series of findings related to the emergency 30 days after each meeting and every 30 days thereafter. Recent amendments add an urgency clause so that the bill would go into effect immediately and propose changes to the statute governing state-level legislative bodies.

The bill passed out of the Senate 28-7 and Assembly 66-4 and will be sent to the Governor’s desk. Caltrain is watching this bill.

**AB 629 (Chiu) – Seamless Bay Area.** This bill would require MTC to consult with transit agencies, local jurisdictions, county transportation agencies, and the public to establish and maintain a transit priority network for the San Francisco Bay Area that designates corridors that can best support transit service and require MTC to submit a copy of *the Fare Coordination and Integration Study and Business Case* to the Legislature by February 1, 2022, as well as a follow up report on the progress of implementing the recommendations in the study by January 1, 2023. The bill would also require MTC to create a pilot program for an “accumulator pass” among operators providing service in at least three adjacent counties by July 1, 2023 and would require MTC in consultation with transit agencies to develop a standardized regional transit mapping and wayfinding system. The bill would require a transit operator in the Bay Area to use open data standards to make available all routes, schedules, and fares in a specified data format and to track actual transmission of real-time information by transit vehicles and report that information to the commission to ensure that schedule predictions are available. The bill would require the commission to coordinate these activities and to develop an implementation and funding plan for deployment of real-time information. Finally, this bill would require MTC, Caltrans, and the operators of managed lanes in the Bay Area to take specified steps to ensure the regional managed lanes network supports seamless operation of high-capacity transit.

The bill is a two-year bill. Caltrain is watching the bill.

**SB 44 (Allen) – CEQA Streamlining for Transit.** This bill would allow certain transit projects that meet environmental and labor requirements to have a streamlined judicial review period for CEQA. The bill was amended out of the Assembly Judiciary Committee to narrow the bill to Los Angeles projects or projects that connect to projects in Los Angeles.

The bill passed out of the Assembly and Senate 76-0 and 33-0, respectively and is on the Governor’s desk. *Caltrain SUPPORTS this bill.*

**SB 339 (Weiner) – Road Usage Pilot Program.** This bill extends the Road Usage Charge Technical Advisory Committee until January 1, 2027 and requires the state transportation agency to implement a pilot program to test a road usage charge.

The bill passed out of the Legislature on September 2 and will be considered by the Governor. *Caltrain SUPPORTS this bill.*

**ACA 1 (Aguiar-Curry) – Local Government Financing.** This constitutional amendment is a reintroduced version of ACA 1 (Aguiar-Curry) from last session, which failed to pass off the Assembly



Floor 44-20. The measure would reduce the voter-approval threshold from two-thirds to 55 percent for cities and counties to issue bonds or raise taxes for public infrastructure, affordable housing or permanent supportive housing for the homeless.

The bill was never set for hearing, so it is a two-year bill. *Caltrain SUPPORTS this bill.*

## **Grants**

***Transit and Intercity Rail Capital Program (\$500 million - \$600 million in Cycle 5)*** – The Transit and Intercity Rail Capital Program (TIRCP) provides grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. Eligible projects include zero-emission vehicles and associate fueling or charging infrastructure of facility modifications.

On August 9, the California State Transportation Agency (CalSTA) released the [Transit and Intercity Rail Capital Program’s](#) (TIRCP) Cycle 5 discussion [draft guidelines](#). CalSTA kicked off the TIRCP guideline development process for the 2022 cycle with a workshop on August 12, 2021 and noted it anticipates approximately \$500-600 million of new funding for projects statewide through Fiscal Year 2026-27.

The CTC is hosting workshops in Fall 2021 for the three SB 1 program – the Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP), and the Trade Corridor Enhancement Program (TCEP). The CTC will solicit applications for the next round of funding in Summer 2022. As a reminder, in late-2020, the California Transportation Commission [awarded grants](#) for three SB 1 programs – the [Solutions for Congested Corridors Program](#), [Local Partnership Program](#), and the [Trade Corridor Enhancement Program](#). In total, approximately \$2 billion was awarded for 56 new projects throughout the state to reduce traffic, improve goods movement, increase transit service, expand California’s managed lanes network, and invest in bicycle and pedestrian improvements.

**Grade Separation Funding** - Below is a list of the funding sources that we are aware of and/or that have been used to fund grade separations in the recent years. The funding sources below are managed across various state agencies and departments, including the Public Utilities Commission (PUC), the California State Transportation Agency (CalSTA), the California Transportation Commission (CTC), and Caltrans.

PUC Section 190 Grade Separation Program – The Program is a [state funding program](#) to grade separate crossings between roadways and railroad tracks and provides approximately \$15 million annually, transferred from Caltrans. Agencies apply to the PUC for project funding.

State Transportation Improvement Program – The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state, but also supports grade separations. The STIP is programmed every two years (currently the 2018 STIP added \$2.2 billion in new funding). Local agencies receive a share of STIP funding, as does the State. The STIP is funded with gasoline excise tax revenues.

Transit and Intercity Rail Capital Program – As discussed above, the TIRCP is managed by CalSTA and is available to fund rail and transit projects that reduce greenhouse gas emissions. The program receives funding from Cap and Trade and the recently created Transportation Improvement Fee to the tune of approximately \$500 million per year. The TIRCP is programmed over five years, with the most recent cycle beginning in May 2018. Caltrain received \$160 million for the CalMod project.

Proposition 1A – This \$9.9 billion Bond Act is the primary funding source for the high-speed rail project and has been used to fund a very limited number of grade separation projects in the past, including in the City of San Mateo.

# Caltrain

## State Legislative Matrix 9/13/2021

Active Bills			
Bill Number (Author)	Summary	Location	Position
<a href="#">AB 339</a> (Lee D)  Local government: open and public meetings.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Under existing law, a member of the legislative body who attends a meeting where action is taken in violation of this provision, with the intent to deprive the public of information that the member knows the public is entitled to, is guilty of a crime. This bill would require local agencies to conduct meetings subject to the act consistent with applicable state and federal civil rights laws, as specified. This bill contains other related provisions and other existing laws.  Enrollment: 9/9/2021	Assembly Enrollment	Watch
<a href="#">AB 361</a> (Rivas, Robert D)  Open meetings: state and local agencies: teleconferences.	(1) Existing law, the Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to directly address the legislative body on any item of interest to the public. The act generally requires all regular and special meetings of the legislative body be held within the boundaries of the territory over which the local agency exercises jurisdiction, subject to certain exceptions. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. The act authorizes the district attorney or any interested person, subject to certain provisions, to commence an action by mandamus or injunction for the purpose of obtaining a judicial determination that specified actions taken by a legislative body are null and void. This bill, until January 1, 2024, would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency, as that term is defined, when state or local health officials have imposed or recommended measures to promote social distancing, during a proclaimed state of emergency held for the purpose of determining, by majority vote, whether meeting in person would present imminent risks to the health or safety of attendees, and during a proclaimed state of emergency when the legislative body has determined that meeting in person would present imminent risks to the health or safety of attendees, as provided. This bill contains other related provisions and	Assembly Enrollment	Watch

	<p>other existing laws.</p> <p>Enrollment: 9/10/2021</p>		
<p><a href="#">AB 1157</a> (<a href="#">Lee D</a>)</p> <p>Controller: transportation funds: distribution and reporting requirements.</p>	<p>Existing law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year. This bill contains other related provisions and other existing laws.</p> <p>Enrollment: 9/7/2021</p>	Assembly Enrolled	Watch
<p><a href="#">SB 44</a> (<a href="#">Allen D</a>)</p> <p>California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would, until January 1, 2025, establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for an environmental leadership transit project, as defined, proposed by a public or private entity or its affiliates that is located wholly within the County of Los Angeles or connects to an existing transit project wholly located in that county and that is approved by the lead agency on or before January 1, 2024. The bill would require the project applicant of the environmental leadership transit project to take certain actions in order for those specified procedures to apply to the project. The bill would require the Judicial Council, on or before January 1, 2023, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review of the certification of an environmental impact report for an environmental leadership transit project or the granting of any project approval, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 365 calendar days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project. The bill would require the environmental leadership transit project to meet certain labor requirements. The bill would require the lead agency to prepare the EIR for an environmental leadership transit project in a specified manner and would require the concurrent preparation of the record of proceedings. The bill would specify that these requirements would only apply to the first 7 environmental leadership transit projects obtaining a certified environmental impact report. Because the bill would impose additional duties on the lead agency, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Enrollment: 9/9/2021</p>	Senate Enrolled	Support February 2021
<p><a href="#">SB 339</a> (<a href="#">Wiener D</a>)</p> <p>Vehicles: road usage charge pilot program.</p>	<p>Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law requires the</p>	Senate Enrolled	Support April 2021

	<p>technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until January 1, 2027. The bill would require the Transportation Agency, in consultation with the California Transportation Commission, to implement a pilot program to identify and evaluate issues related to the collection of revenue for a road charge program, as specified. The bill would require the RUC Technical Advisory Committee to make recommendations to the Transportation Agency on the design of the pilot program, including the group of vehicles to participate. The bill would require that if a group of vehicles other than state-owned vehicles is selected, that participation in the program be voluntary. The bill would require the Transportation Agency to consult with appropriate state agencies to implement the pilot program and to design a process for collecting road charge revenue from vehicles. The bill would require that participants in the program be charged a mileage-based fee, as specified, and receive a credit or a refund for fuel taxes or electric vehicle fees, as specified. The bill would require that the pilot program not affect funding levels for a program or purpose supported by state fuel tax and electric vehicle fee revenues. The bill would require the Transportation Agency to submit reports to the Legislature, as specified.</p> <p>Enrollment: 9/9/2021</p>		
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## Inactive Bills

<p><a href="#">AB 5</a> (<a href="#">Fong R</a>)</p> <p>Greenhouse Gas Reduction Fund: High-Speed Rail Authority: K–12 education: transfer.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2023–24 and 2024–25 fiscal years and would require the transfer of those amounts from moneys collected by the state board to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation, to augment funding for K–12 education and to support full-time in-person instruction for all students.</p> <p>Amended: 3/17/2021</p>	<p>Assembly 2 year</p>	<p>Watch</p>
<p><a href="#">AB 476</a> (<a href="#">Mullin D</a>)</p> <p>Department of Transportation: state highways: part-time transit lane pilot program.</p>	<p>Existing law vests the Department of Transportation with full possession and control of the state highway system and associated real property. Existing law generally requires vehicles to be driven upon the right 1/2 of a roadway, defined to include only that portion of a highway improved, designed, or ordinarily used for vehicular travel. Existing law generally prohibits the driver of a vehicle from overtaking and passing another vehicle by driving off the paved or main-traveled portion of the roadway. This bill would require the Department of Transportation to establish a pilot program to authorize a transit operator or operators, in partnership with an eligible transportation agency, to operate part-time transit lanes, defined as designated highway shoulders that support the operation of transit vehicles during specified times. The bill would require the department by January 1, 2024, to develop guidelines for the safe operation of part-time transit lanes, as provided, a training program for transit operators</p>	<p>Assembly Transportation</p>	<p>Watch</p>

	<p>to operate transit buses on the shoulders of highways within the state, and a program to identify transit buses authorized to be used or operated in part-time transit lanes within the state. The bill would require the eligible transportation agency to be responsible for all costs attributable to the project. Two years after commencing a project, the bill would require an operator or operators, in conjunction with the eligible transportation agency, to submit a report to the Legislature that includes certain information about the project. This bill contains other existing laws.</p> <p>Amended: 9/7/2021</p>		
<p><a href="#">AB 629</a> (<a href="#">Chiu D</a>)</p> <p>San Francisco Bay area: public transportation.</p>	<p>(1) Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services. This bill would require the commission on or before February 1, 2022, to submit a copy of a specified transit fare study undertaken by the commission to certain committees of the Legislature. The bill would require the commission to submit a report on or before January 1, 2023, to those entities on the progress of implementing the recommendations of that study. This bill contains other related provisions and other existing laws.</p> <p>Amended: 3/22/2021</p>	<p>Assembly 2 year</p>	<p>Watch</p>
<p><a href="#">AB 703</a> (<a href="#">Rubio, Blanca D</a>)</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would remove the notice requirements particular to teleconferencing and would revise the requirements of the act to allow for teleconferencing subject to existing provisions regarding the posting of notice of an agenda, provided that the public is allowed to observe the meeting and address the legislative body directly both in person and remotely via a call-in option or internet-based service option, and that a quorum of members participate in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the jurisdiction. The bill would require that, in each instance in which notice of the time of the teleconferenced meeting is otherwise given or the agenda for the meeting is otherwise posted, the local agency also give notice of the means by which members of the public may observe the meeting and offer public comment and that the legislative body have and implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with the federal Americans with Disabilities Act, as provided. This bill contains other related provisions and other existing laws.</p> <p>Amended: 4/29/2021</p>	<p>Assembly 2 year</p>	<p>Watch</p>

<p><a href="#"><u>AB 823</u></a> <b>(Gray D)</b></p> <p>High-Speed Rail Authority: trains powered by fossil fuel combustion engines.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the high-speed rail system to be designed to use electric trains. Existing law authorizes the authority, upon receiving legislative or voter approval, to enter into contracts with private or public entities for the design, construction, and operation of high-speed trains. This bill would prohibit the authority from directly or indirectly using local, state, federal, or any other public or private funding to purchase, lease, operate, or maintain a passenger or freight train powered by a diesel engine or other type of fossil fuel combustion engine, and from enabling such a train to operate on authority-owned rail infrastructure designed for speeds in excess of 125 miles per hour, except as specified.</p> <p>Introduced: 2/16/2021</p>	<p>Assembly 2 year</p>	<p>Watch</p>
<p><a href="#"><u>AB 1116</u></a> <b>(Friedman D)</b></p> <p>High-Speed Rail Authority: oversight: Legislative Analyst's Office.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties related to the development and implementation of a high-speed train system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related rail purposes. This bill would require the Legislative Analyst's Office, for the purpose of reviewing the planning, financing, expenditures, and other elements of the statewide high-speed rail system, to review any materials submitted to the authority and documents the authority requests from contractors, consultants, or external parties, as specified, and to provide recommendations to the policy and budget committees of the Legislature regarding the statewide high-speed rail system and the development of shared mobility systems statewide. The bill would require the authority, and any entity contracting with the authority, to provide to the Legislative Analyst's Office any information that it requests and to permit representatives of the Legislative Analyst's Office to attend the authority's internal meetings. The bill would repeal these requirements on January 1, 2031.</p> <p>Introduced: 2/18/2021</p>	<p>Assembly 2 year</p>	<p>Watch</p>
<p><a href="#"><u>AB 1235</u></a> <b>(Patterson R)</b></p> <p>High-speed rail: legislative oversight.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority, on or before March 1, 2017, and every 2 years thereafter, to provide a project update report, approved by the Secretary of Transportation as consistent with specified criteria, to the budget committees and the appropriate policy committees of both houses of the Legislature, on the development and implementation of intercity high-speed train service, as provided. This bill would create the Joint Legislative High-Speed Rail Oversight Committee consisting of 3 Members of the Senate and 3 Members of the Assembly to provide ongoing and independent oversight of the high-speed rail project by performing specified duties, and would require the committee to make recommendations to the appropriate standing policy and budget committees of both houses of the Legislature to guide decisions concerning the state's programs, policies, and investments related to high-speed rail. The bill would require the authority to provide the committee with certain documents and information within prescribed timelines, and would require the authority to permit the chairperson of the committee, or the chairperson's designee, to attend meetings of any internal governance committees related to project oversight, as provided.</p> <p>Introduced: 2/19/2021</p>	<p>Assembly 2 year</p>	<p>Watch</p>



<p><a href="#"><u>AB 1260</u></a> (<a href="#"><u>Chen R</u></a>)</p> <p>California Environmental Quality Act: exemptions: transportation-related projects.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would further exempt from the requirements of CEQA projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission trains, provided certain requirements are met, including giving prior notice to the public and holding a noticed public meeting, as provided. This bill contains other existing laws.</p> <p>Amended: 7/6/2021</p>	<p>Senate 2 year</p>	<p>Watch</p>
<p><a href="#"><u>ACA 1</u></a> (<a href="#"><u>Aguiar-Curry D</u></a>)</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>(1)The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 12/7/2020</p>	<p>Assembly Local Government</p>	<p>Support February 2021</p>
<p><a href="#"><u>SB 674</u></a> (<a href="#"><u>Durazo D</u></a>)</p> <p>Public Contracts: workforce development: covered public contracts.</p>	<p>Existing law establishes the Labor and Workforce Development Agency, under the supervision of the Secretary of Labor and Workforce Development. Existing law establishes within the Labor and Workforce Development Agency, the Department of Industrial Relations, to foster, promote, and develop the welfare of the wage earners of California and to advance their opportunities for profitable employment, among other duties. This bill would require the Labor and Workforce Development Agency to create 2 programs, to be known as the California Jobs Plan Program and the United States Jobs Plan Program. The bill would require the programs to meet specified objectives, including supporting the creation and retention of quality, nontemporary full-time jobs, as specified, and the hiring of displaced workers and individuals facing barriers to employment. The bill would require, as a component of applications for covered public contracts, as defined, the creation of forms for each program that state the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract. These components of the application would be known as the California Jobs Plan and the United States Jobs Plan, which the bill would define. Pursuant to these definitions, applicants for covered public contracts would state the minimum number of jobs, proposed wages, benefits, investment in training, specific protections for worker health and safety, and targeted hiring plans for displaced workers and individuals facing barriers to jobs, as specified, in exchange for covered public contracts. The bill would require an applicant for a covered public contract that uses entirely state and local funds to complete a California Jobs Plan form, while</p>	<p>Assembly Inactive File</p>	<p>Watch</p>



	<p>applicants for covered public contracts that use any amount of federal funds would complete the United States Jobs Plan. This bill contains other related provisions and other existing laws.</p> <p>Amended: 8/30/2021</p>		
<p><a href="#"><u>SB 771</u></a> (<a href="#"><u>Becker D</u></a>)</p> <p>Sales and Use Tax Law: zero emissions vehicle exemption.</p>	<p>Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, on or after January 1, 2022, would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle, as defined, sold to a qualified buyer, as defined. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund. This bill contains other related provisions and other existing laws.</p> <p>Amended: 5/11/2021</p>	<p>Assembly Desk</p>	<p>Watch</p>



# CALTRAIN ELECTRIFICATION UPDATE

JPB WPLP Committee Meeting  
September 22, 2021

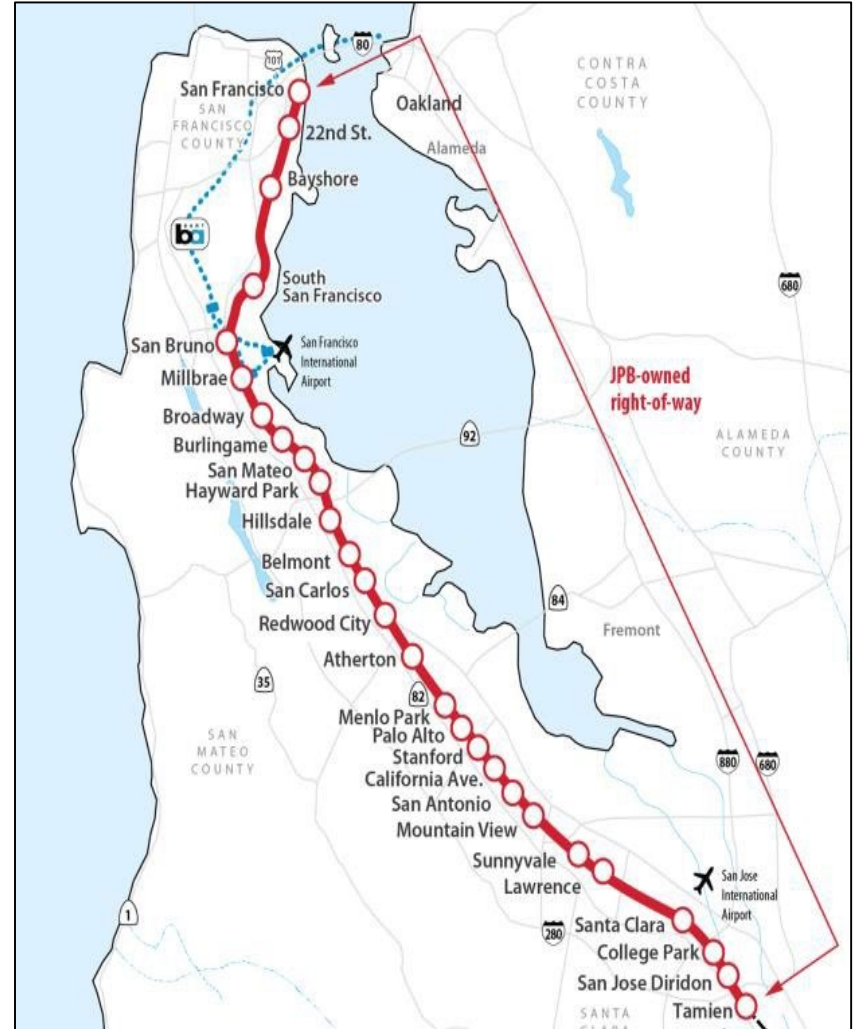
AGENDA ITEM #7  
SEPTEMBER 22, 2021

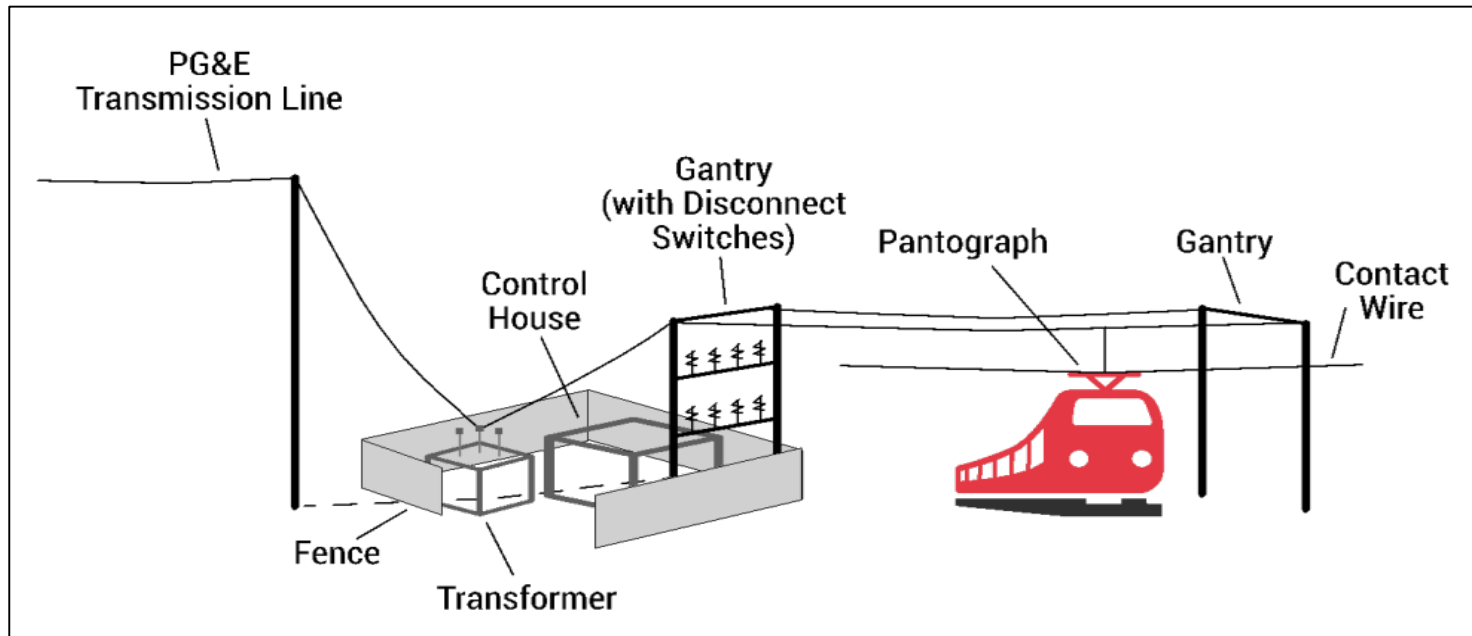


# PROJECT OVERVIEW



- Caltrain Electrification
- San Francisco to San Jose (Tamien Station)
- 51 miles
- Updated Project Cost: \$2.31B
- Update Revenue Service: Sept. 2024





## Electrification

- Overhead Contact System (OCS)
- Traction Power Facilities

## Electric Trains

- 19 7-car train sets (133 cars)

*(Note: 96 cars funded by project; 37 cars funded by State TIRCP)*



**Improved Train  
Performance,  
Increased Service  
and Greater Capacity**



**Improved Regional  
Air Quality and  
Reduced Greenhouse  
Gas Emissions**



**Positive Economic  
Benefits for the  
Region**

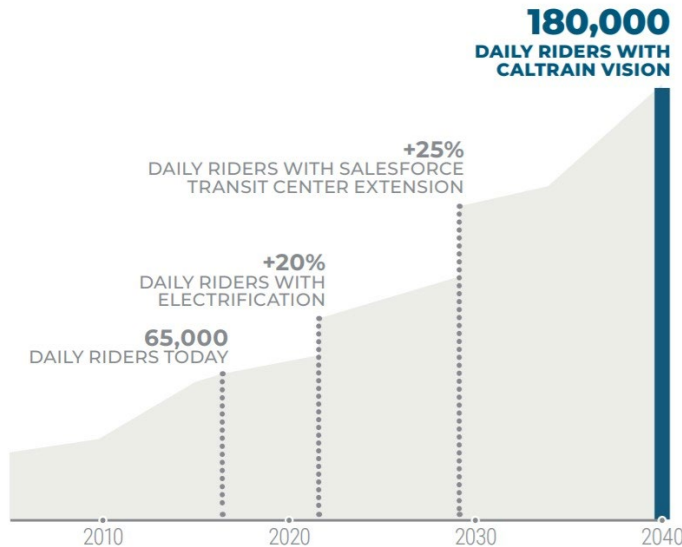


**Reduced Engine  
Noise Emanating  
from Trains**

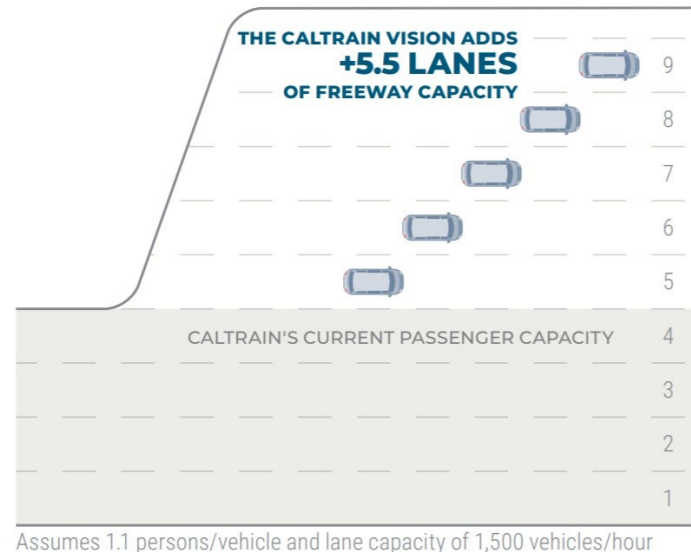
- Electrification sets foundation for future growth of system
- Meet projected regional growth in jobs and housing in the Bay Area
- Triple ridership, increase peak and off-peak service
- Carry equivalent of 5.5 lanes of US 101 highway traffic



## CARRYING MORE PEOPLE



## TRAINS VS LANES



- Civil infrastructure coming to end
- Chief Officer John Funghi leaving program
- Program focus
  - Signal and systems
  - Safely and efficiently convert diesel system to electrical
  - Project cost and schedule
- Welcome Pranaya Shrestha Interim Chief Officer
  - 30 years of rail experience
  - HNTB consultant on property 100% dedicated to project
  - Experience with 25kV AC commuter rail and DC light rail systems, and design-build project delivery
  - Relationships with FTA and major contractors on project



# CONSTRUCTION UPDATE

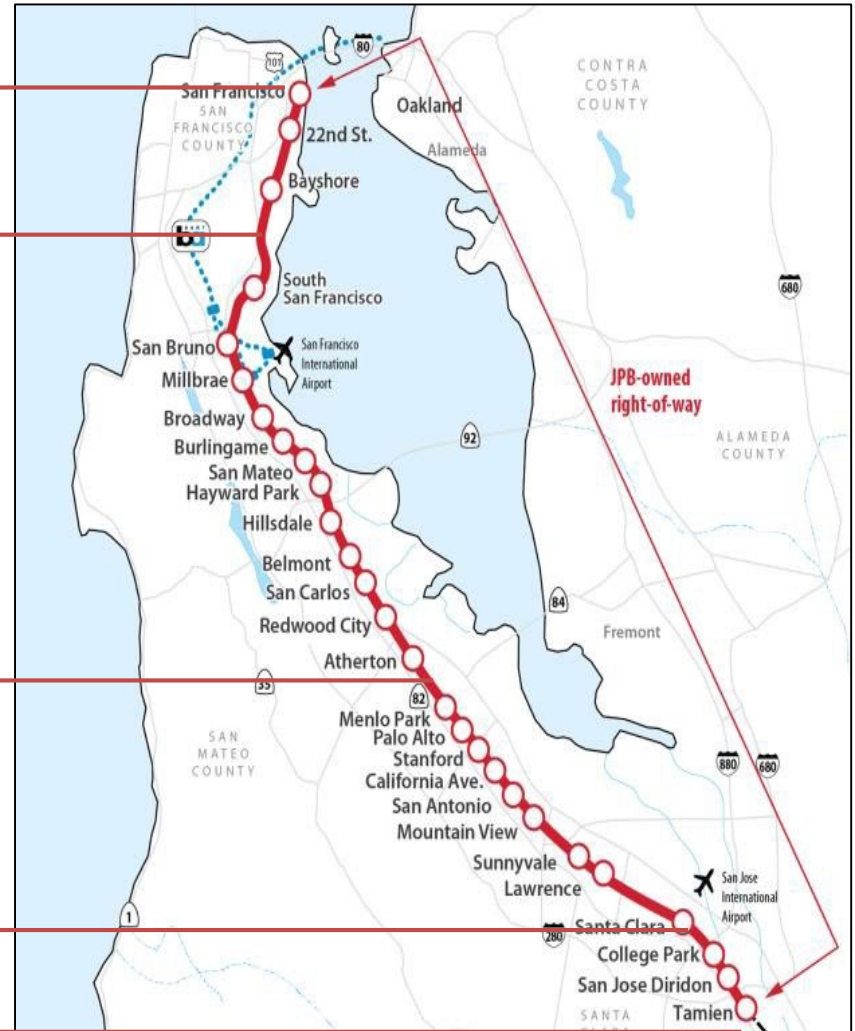


**Segment 1**  
**San Francisco to Brisbane**

**Segment 2**  
**South San Francisco to Atherton**

**Segment 3**  
**Menlo Park to Santa Clara**

**Segment 4**  
**Santa Clara to Tamien**



- Overhead Contact System (OCS)
  - Foundations 89% complete (87% last month)
  - Poles 66% complete (65% last month)
  - Segment 3 Wire 100% complete
- Traction Power Facilities
  - Transformer installed at 9 of 10 facilities
  - Traction Power Substations 1 & 2 96% complete
  - Switching Station 1 93% complete (92% last month)
- Electric Trains (133 cars total)
  - 86 shipped (82 last month)
  - 73 in Salt Lake City manufacturing facility
  - Trainset 1 in Pueblo for on-track testing

Segment	Foundations Required	Foundations Remaining	Installation Percent Complete	Completed Last Month	Anticipated Completion Date
Segment 1	567	371	35%	35	12/30/2021
Segment 2	1,179	Complete	100%	26	Complete
Segment 3	901	Complete	100%	N/A	Complete
Segment 4	370	Complete	100%	N/A	Complete
CEMOF	85	Complete	100%	N/A	Complete

Data as of August 31, 2021

Segment	Required	Remaining	Installation Percent Complete	Completed Last Month	Anticipated Completion Date
Segment 1	442	442	0%	0	05/18/22
Segment 2	971	418	57%	35	11/31/21
Segment 3	755	Complete	100%	Complete	Complete
Segment 4	304	12	96%	3	10/15/2021
CEMOF	83	1	99%	1	10/08/2021

Data as of August 31, 2021

Segment	Installation Percent Complete	Completed Last Month (in feet)	Anticipated Installation Completion	Testing Percent Complete	Anticipated Testing Completion
Segment 1	0 %	0	06/23/22	0 %	07/20/22
Segment 2	20 %	0	12/15/2021	8 %	01/20/22
Segment 3	100 %	0	05/03/2021	100 %	05/15/2021
Segment 4	54 %	18,745	11/15/21	0.0 %	11/21/21

Data as of August 31, 2021

Segment	95% Design Percent Complete	Anticipated 95% Design Complete	Installation Percent Complete	Anticipated Installation Complete	Testing Percent Complete	Anticipated Testing Complete
Segment 1	64%	03/31/2023	21%	08/31/2023	0%	09/30/2023
Segment 2	98%	07/17/2022	23%	08/01/2022	5%	12/31/2022
Segment 3	35%	12/11/2022	21%	02/28/2023	0%	03/31/2023
Segment 4	100%	Complete	92%	10/15/2021	95%	10/24/2021

Data as of August 31, 2021

Facility	Sitework	Substation Building	Low / High Voltage Equipment	Transformer	Gantry	Total Completion	Anticipated Completion
TPS-1 (SSF)	95%	89%	97%	100%	97%	96%	1/30/2022
TPS-2 (San Jose)	93%	99%	97%	100%	98%	97%	10/15/2021
SWS-1 (RWC)	93%	89%	88%	100%	89%	92%	12/31/2021
PS-1 (SF)	63%	83%	90%	100%	91%	73%	1/19/2022
PS-2 (SF/Brisbane)	75%	76%	82%	100%	77%	85%	12/22/2021
PS-3 (Burlingame)	19%	63%	0%	20%	15%	23%	4/18/2022
PS-4 (San Mateo)	88%	81%	93%	100%	82%	89%	11/21/2021
PS-5 (Palo Alto)	64%	83%	65%	100%	94%	81%	1/7/2022
PS-6 (Sunnyvale)	90%	83%	91%	100%	92%	91%	10/15/2021
PS-7 (San Jose)	96%	89%	95%	100%	97%	95%	10/31/2021

## Wayside Power Cabinets

Required	Installed
27	20



- Production
  - COVID-19-related global safety measures have slowed production
  - Salt Lake City assembly delayed
  - Switzerland production paused for three months due to lack of space at SLC
  - Trainsets 3 to 19 various states of production
- Testing
  - Dynamic type testing on schedule in Pueblo on trainset 1
  - HVAC type testing trainset 2
  - Routine testing trainsets 3, 4 and 5 being performed in SLC
- Schedule
  - First trainset to Caltrain 1<sup>st</sup> Quarter 2022
  - Acceptance of 14 of 19 trainsets 3<sup>rd</sup> Quarter 2023

# PROJECT UPDATE



## Revenue Service September 2024



<b>Total Project Cost</b>	<b>\$2.31B</b> <i>(\$1.98B Previous Project Cost)</i>
Committed	\$1.85B
Carryover Contingency (Previous Budget)	\$129.8M
Additional Known (Allocated)*	\$161.0M
Additional Reserve*	\$172.0M

*\*Note: Total \$333M additional cost recommended by FTA*

1. BBII dispute on 2SC work
2. BBII requests for change orders / claims
3. Delays in parts supply chain affecting vehicle completion schedule
4. Continue to mitigate underground site conditions and assist BBII with redesign efforts

- Seeking funding for \$333M additional project cost
- State funding opportunities to relieve local commitment
  - State transportation funding package did not advance this year (next opportunity 2022)
  - Developing fall advocacy strategy
  - Continuing to engage sister agencies, local business groups, key city partners, state/federal delegation
- Federal funding opportunities
  - \$52M American Rescue Plan received
  - \$2B in discretionary federal funding recently announced
  - Infrastructure Investment in Jobs Act
  - Surface transportation reauthorization and appropriations bills

# PROJECT PRIORITIES



- Resolve BBII contract commercial issues
- Keep construction moving forward, including 2sc work
- Staff request budget amendment to JPB
- Submit FTA Project Recovery Plan / FFGA Update
- Funding advocacy
  - Continue to seek state / federal funding opportunities



# QUESTIONS



**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: JPB Work Program-Legislative - Planning Committee

THROUGH: Michelle Bouchard  
Acting Executive Director

FROM: Casey Fromson  
Chief Communications Officer, Acting

SUBJECT: **UPDATE ON MARKETING EFFORTS RELATED TO INCREASING RIDERSHIP**

Finance Committee Recommendation     Work Program-Legislative-Planning Committee Recommendation     Staff Coordinating Council Reviewed     Staff Coordinating Council Recommendation

**ACTION**

This item is information only.

**SIGNIFICANCE**

The return to transit marketing, communication and promotion of Caltrain fare and services through the All Aboard Bay Area Transit campaign launched in August. The attached presentation highlights the latest insights from the campaign.

Prepared By: Robert Casumbal, Director, Marketing and Market Research

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**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: JPB Work - Program - Legislative -Planning Committee

THROUGH: Michelle Bouchard  
Acting Executive Director

FROM: April Chan  
Chief Officer, Planning, Grants and Transportation Authority

SUBJECT: **PENINSULA SHUTTLE STUDY RECOMMENDATIONS**



Finance Committee  
Recommendation



Work Program-  
Legislative-Planning



Staff Coordinating  
Council Reviewed



Staff Coordinating Council  
Recommendation

**ACTION**

No action is required. This item is being presented to the Board for information only.

**SIGNIFICANCE**

The Peninsula Shuttle Program Study is a multi-agency effort that includes several partners, including but not limited to: Caltrain, SamTrans, the San Mateo County Transportation Authority (SMCTA), the City/County Association of Governments of San Mateo County (C/CAG), and Commute.org.

Caltrain shuttles have been in operation since at least 1988 with the goal of increasing transit ridership by addressing first/last mile connections and to provide local mobility needs for commuters and underserved populations. To varying degrees, Caltrain, along with SamTrans and Commute.org, is involved in the administration and funding of several routes in this program.

In light of inconsistent performance across multiple operating agencies, shifting demand for public transportation, barriers to shuttle access, and organizational complexity, SamTrans and Caltrain jointly funded the Peninsula Shuttle Study, which kicked off in early 2020. The goal of the study is to improve and simplify shuttle operation and streamline program administration.

As the study is now nearing completion, the Caltrain Board will receive an update on the study's proposed recommendations for review and comment. The proposal seeks to clarify and standardize Caltrain's role across the three counties: San Francisco, Santa Clara, and San Mateo, with respect to shuttle operations, securing funding, and sponsoring grant applications, while still retaining the ability to coordinate schedules and to determine the amount of services to be provided, and to manage shuttle access and circulation across the various Caltrain stations.

**BUDGET IMPACT**

There is no budget impact associated with this informational item.

**BACKGROUND**

Pre-pandemic, Caltrain stations were served by 22 shuttle routes in San Mateo County and 8 routes in Santa Clara County.

On the operations side, Caltrain currently is still involved to varying degrees in the management and operation of a number of these shuttles.

On the funding side, Caltrain had previously budgeted annually to supplement the balance needed for its shuttle operations. While San Mateo County's Measure A sales tax provides most of the operating funds needed for shuttles within San Mateo County, Caltrain still had contributed approximately \$500,000 of discretionary funding towards shuttle operations in FY19, with \$91,000 allocated towards San Mateo County shuttles and the remainder to services in Santa Clara County.

Prepared By: Daniel Shockley  
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