



BOARD OF DIRECTORS 2022

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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 [Assembly Bill 361](#) (Gov. Code section 54953).

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 <https://www.caltrain.com/video-board-directors>.

Public Comments: Members of the public are encouraged to participate remotely. Public comments may be submitted to 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 in the Board's weekly correspondence and posted online at <https://www.caltrain.com/about-caltrain/meetings>

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 three minutes or less. Each commenter will be automatically notified when they are unmuted to speak for three 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.

November 16, 2022 - Wednesday

3:00 pm

All items to which [Government Code section 84308](#) applies have been marked with an asterisk

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

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 to reply.
4. Approve Meeting Minutes of September 28, 2022 Motion
5. Adopt Caltrain Short-Range Transit Plan for Fiscal Years 2023 to 2028 Motion
6. Adoption of the 2022 Title VI Program Motion
7. State and Federal Legislative Update Informational
8. Corridor Crossing Strategy Informational
9. San Francisco Downtown Rail Extension Update Informational
10. Caltrain Go Pass Donation Program Update Informational
11. Capital Projects Quarterly Status Report - 1st Quarter Fiscal Year 2023 Informational
12. Committee Member Requests
13. Date/Time of Next Regular WPLP Committee Meeting: Wednesday, December 21, 2022 at 3:00 pm via Zoom (additional location, if any, to be determined).
14. Adjourn

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

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. Communications to the Board of Directors can be e-mailed to 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: Two Wednesdays before the Board meeting, 3:00 pm. The 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 <https://www.caltrain.com/about-caltrain/meetings> for any updates or further instruction.

Public Comment*

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Accessible Public Meetings/Translation

Upon request, the JPB will provide 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 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; 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 is 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.

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

**Peninsula Corridor Joint Powers Board
Work Program – Legislative – Planning Committee (WPLP)
1250 San Carlos Avenue, San Carlos CA 94070**

Draft Minutes of September 28, 2022

MEMBERS PRESENT: C. Chavez, S. Heminger, C. Stone (Chair)

MEMBERS ABSENT: None

STAFF PRESENT: M. Bouchard, J. Harrison, C. Fromson, R. Barnard, M. Jones, D. Ryan,
D. Seamans, S. Wong, K. Scribner

1. Call to Order/Pledge of Allegiance

Chair Charles Stone called the meeting to order at 3:01 p.m. and Michelle Bouchard, Acting Executive Director, 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

Adrian Brandt, San Mateo County, commented on the electrification project coming to fruition and expressed support for future train ceremonies.

4. Approve Meeting Minutes of July 27, 2022

Motion/Second: Chavez/Heminger

Ayes: Chavez, Heminger, Stone

Noes: None

Absent: None

5. Authorize the Execution of the Necessary Agreements and Amendments to Receive Funds and Act as the Project Lead to Deliver the Final Design Phase of the Rengstorff Avenue Grade Separation Project*

Rob Barnard, Deputy Chief, Rail Development, provided an update, which included the following highlights:

- Project partners and roles - Valley Transportation Authority VTA, Caltrain, City of Mountain View
- Project location in Santa Clara County between San Antonio and Mountain View Station
- Project goals and safety as the first priority
- Existing at Grade Crossing is Number 8 on the California Public Utilities Commission's (CPUC) statewide grade separation priority list
- Project elements, progress, and timeline for construction completion in 2028

- Project costs projected at \$272 million and funding commitments by VTA and City of Mountain View (\$50 million)
- Next steps include cooperative agreement, RFP (request for proposal), optimal delivery method, and award design
- Staff recommendation and a Fiscal Year 2023 Budget amendment will be brought forward for the Board’s consideration in the future

The Board had a discussion and staff provided further clarification in response to the Board members comment and question on grade separation funding through local sources and not Caltrain sources.

Motion/Second: Chavez/Heminger
Ayes: Chavez, Heminger, Stone
Noes: None
Absent: None

6. Approve the Compatibility of the Proposed Vehicular Bridge Crossing of the Caltrain Corridor at Communications Hill Boulevard in San Jose*

Director Cindy Chavez recused herself from this item.

Melissa Jones, Deputy Director Policy Development, provided the presentation, which included the following information:

- JPB property uses - principally as rail service provider, railroad uses, and non-railroad uses (utilities, access facilities, commercial such as sales lots, parking, storage)
- Caltrain’s Long term service vision
- JPB Rail Corridor Use Policy (RCUP) review process, technical review, approval of proposed use and granting of property access agreement
- RCUP overview, purpose, objectives and third-party property use requires a property access agreement
- RCUP decision making process for a proposed third-party use (location, allowable use, determination, and either grant compatibility approval or not)
- Proposed project (two lane vehicular bridge, connecting homes, parks, industrial space)
- RCUP compatibility finding (initially incompatible, after review, recommend for board approval) and staff recommendation (approve the use variance for the proposed vehicular bridge at Communications Hill Blvd. with conditions)
- KB Home, Inc. leading the design and delivery of the project and next steps

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

- Union Pacific ownership at this location: they own the track, ties, and ballast while Caltrain owns everything else

- Union Pacific ownership in the corridor: they own main track 1 north of Control Point Lick in South San Jose up to Santa Clara and then peels off to the East Bay
- Minimizing Caltrain interruptions during the bridge construction process and having more details about what Caltrain can insist on as a condition during the build period
- \$2,500 variance charge based on the number of staff needed across different departments, their average hours, and average staff rate
- Revisit possibility of charging for initial review
- Caltrain has a routine to involve and update High Speed Rail (HSR), including close coordination on technical reviews to ensure integration
- One of the RCUP's approval conditions is the JPB's obligation to HSR

Public Comment

Adrian Brandt, San Mateo County, commented on updating HSR on the project and the terrain to ensure the work does not impede the two planned electrified tracks and does not affect service down to Gilroy.

Motion/Second: Heminger/Stone

Ayes: Heminger, Stone

Noes: None

Absent: None

Recused: Chavez

7. State and Federal Legislative Update

Casey Fromson, Chief Communications Officer, provided information on the following:

- Federal Legislature – working through the Appropriation Bill (funding sources: community benefit project \$10 million on Senate side and \$51 million for electrification project on the House side from the capital investment grant program)
- State Legislature - \$900 million to \$1.5 billion is designated for transportation projects; of that amount at least \$900 million may be available for Caltrain electrification, and more information on how those dollars will be distributed to come
- Grade separation funding - guidance at state level with supplemental funding from Assembly member Berman
- Update from advocates will be next month

Devon Ryan, Government and Community Affairs Manager, provided a status update on the following bills:

- Senate Bill (SB) 922 – expand California Environmental Quality Act (CEQA) exemptions for transit projects
 - SB 942 – free and reduced fare programs
 - SB 917 – Seamless Transit Transformation Act will not be moving forward this year
 - Assembly Bill (AB) 1919 free youth transit fare program vetoed
 - AB 1944 board support not moving forward this session

- AB 2449 allow members to meet via teleconference without location notice (with a quorum meeting in person requirement) signed by governor

8. Committee Member Requests

Director Heminger requested a map indicating Union Pacific ownership along the corridor.

- 9. Date/Time of Next Regular WPLP Committee Meeting:** Wednesday, October 26, 2022 at 3:00 pm via Zoom (additional location, if any, to be determined).

10. Adjourn

The meeting adjourned at 3:47 p.m.

DRAFT

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Work Program Legislative- Planning
Through: Michelle Bouchard, Executive Director
From: Dahlia Chazan, Deputy Chief, Caltrain Planning
Subject: **Adopt Caltrain Short-Range Transit Plan for Fiscal Years 2023 to 2028**

Finance Committee
Recommendation

Work Program-
Legislative-Planning
Committee
Recommendation

Staff Coordinating
Council Reviewed

Staff Coordinating Council
Recommendation

Action

It is recommended that the Peninsula Corridor Joint Powers Board (JPB) adopt the Caltrain Short Range Transit Plan for Fiscal Years 2023 – 2028.

Significance

The Metropolitan Transportation Commission (MTC), in cooperation with the Federal Transit Administration (FTA), regularly requests that transit agencies under its purview update their Short Range Transportation Plans (SRTP) to remain eligible for State and federal funding. MTC establishes a schedule for when the SRTPs must be updated, as well as guidelines for required elements that must be included. The JPB adopted its prior Fiscal Years 2018 – 2027 SRTP in June 2019, and an updated SRTP document is now required by MTC for Fiscal Years 2023 – 2028, with Board adoption required by December 29, 2022.

The attached SRTP is proposed for Board adoption and is in compliance with SRTP guidelines in MTC’s Resolution 4512, the most recent guidelines for SRTPs. The Caltrain SRTP for Fiscal Years 2023 – 2028 (FY23-28) provides an overview of Caltrain, summaries of Caltrain’s pre-pandemic and current states of service, scenario planning concepts, and associated operating information in scenario data request tables.

Budget Impact

There is no budget impact associated with receiving this presentation or adopting the SRTP. Development of the proposed SRTP has been funded through MTC (\$40,000) with a local match requirement of 11.47 percent, funded through the FY2023 Operating Budget.

Background

MTC requires that each Bay Area transit operator prepare an updated SRTP every two to four years, depending on the size of the operator, to remain eligible for State and federal funding. MTC's updated guidelines for the FY23-28 SRTP differ significantly from previous SRTP requirements, as a result of the changed operating environment for the region's transit agencies due to the COVID-19 pandemic. Whereas previous guidelines required production of an extensive planning document with 10-year, detailed operating and capital plans, MTC's "Reimagined SRTP" guidelines focus exclusively on operations in the next five years for FY23-28 for prescribed operating "scenarios." Caltrain staff has prepared a SRTP that compares and contrasts the effects of these scenarios on topics such as ridership, revenue hours, fleet, and total operating budget, as required by MTC. The SRTP draws upon the substantial scenario planning and analysis work that Caltrain staff completed and shared with the Board in 2020 and 2021.

The Reimagined SRTP guidelines provide three operating budget "scenarios" for each transit agency to use to understand trade-offs and benefits for different levels of operating funding in the region. For each of these three scenarios, the document shows the operating budget prescribed by MTC for each scenario and describes the service Caltrain could afford to provide within that constrained budget each year. Additionally, Caltrain has added one additional scenario – Caltrain Electrified Service – to show the railroad's anticipated operating costs and revenues for its planned service in the next five years. It is important to note that none of the scenarios include information about the agency's capital needs, which are separate and significant.

The following operating scenarios are included in the SRTP:

- **Scenario 1: Robust Recovery Scenario:** Funding returns to pre-pandemic levels with escalation to reflect growth in service identified in the Caltrain Business Plan. Caltrain would provide 168 trains per weekday starting in FY25 with mixed diesel and electric operations.
- **Scenario 2: Revenue Recovery with Fewer Riders Scenario:** Farebox revenues remain substantially below pre-pandemic levels due to a lagging ridership recovery, and federal relief funds are exhausted. Caltrain would reduce service to pre-pandemic levels of 92 trains per weekday starting in FY25 with mixed diesel and electric operations.
- **Scenario 3: Some Progress Scenario:** Revenues recover to 85 percent of pre-pandemic levels as ridership returns. Caltrain would operate 116 trains per weekday starting in FY25 with mixed diesel and electric operations.
- **Scenario 4: Caltrain Electrified Service Scenario:** Caltrain operates 116 trains per weekday starting in FY25 with mixed diesel and electric operations. This scenario presents the agency's forecasted operating costs and revenues for future years, drawing on the agency's best estimates as of September 2022.

It is critical to note that for this SRTP, MTC provided Caltrain with an operating budget for each of its scenario planning concepts for FY24-28 and asked the agency to describe the service it would provide in that scenario within those operating budget maximums; therefore, these

scenarios do not present Caltrain's anticipated costs and revenue for the levels of service in each scenario for FY24-28. For example, these three MTC scenarios will not show Caltrain's anticipated deficits and future financial challenges in FY24-28 because the exercise from MTC asked the agency to share how much train service could be provided within the operating budgets it prescribed for each scenario. The FY24-28 information for the first three MTC scenarios presented in the SRTP should therefore only be understood and used within the context of this SRTP exercise and should not be extrapolated to reflect Caltrain's operating plans for the future or its financial situation.

Importantly, through separate planning and budget efforts that have been shared with the Caltrain Board, the railroad has determined that revenues from existing available sources are anticipated to be significantly lower than operating costs, leading to forecasted operating deficits in the years to come. In other words, Caltrain's future reality is anticipated to present significant financial challenges for the agency. This forecasted operating deficit is demonstrated in the fourth scenario included in this SRTP, Caltrain Electrified Service.

It is also important to note that these scenarios do not address the railroad's capital needs, which are separate and significant. This is the case even in Scenario 4 – Caltrain Electrified Service, which sets aside \$25 million of Measure RR revenue (approximately 20 percent of the total amount of Measure RR annual revenue) for Caltrain's capital budget each year while acknowledging that this contribution is not sufficient to fully fund the railroad's significant annual and long-term capital program needs.

The scenarios in this SRTP are consistent with the anticipated timing and fleet composition of the Caltrain Electrification project (mixed operation of EMU and diesel locomotive service starting in the third quarter of 2024, or the second quarter of FY25). For the amount of service provided in FY25, however, only two of MTC's scenarios (Robust Recovery and Some Progress) provide Caltrain with operating budget amounts that would allow the agency to afford running train service that is consistent with its FFGA commitment to operate a minimum of 116 trains per day. In FY25, Caltrain's own scenario shows the agency's estimated operating cost of providing train service with 116 trains per day, as well as the anticipated revenue, which leads to a projected deficit.

After Board adoption, Caltrain's SRTP will be used by MTC to inform the development of the Regional Transportation Plan and the Transportation Improvement Program and will fulfill key regulatory requirements by the Federal Transit Administration. It is also anticipated that it will be used to inform ongoing regional discussions regarding transit funding.

Prepared By: Melissa Jones Deputy Director, Caltrain Policy Development 650-295-6852

Resolution No. 2022-

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

Adopting the Caltrain Short Range Transit Plan for Fiscal Years 2023 to 2028

Whereas, the Metropolitan Transportation Commission (MTC) requires transit agencies in the Bay Area to periodically complete and submit Short Range Transit Plans (SRTPs) to comply with federal and State requirements and to inform the development of the Regional Transportation Plan and the Transportation Improvement Program; and

Whereas, the Peninsula Corridor Joint Powers Board (JPB) last updated the Caltrain SRTP in 2019 and is now required by MTC to submit an updated, Board-adopted SRTP by December 31, 2022; and

Whereas, in compliance with SRTP guidelines in MTC's Resolution 4512, the Caltrain SRTP for Fiscal Years (FY) 2023 – 2028 provides an overview of Caltrain, summaries of Caltrain's pre-pandemic and current states of service, scenario planning concepts, and associated operating information in scenario data request tables;

Whereas, the Staff Coordinating Council recommends, and the Executive Director concurs, that the Board adopt the Caltrain SRTP for FY2023 – 2028 for submission to MTC.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby adopts the final draft of the Caltrain Short Range Transit Plan for FY2023 – 2028 attached and incorporated by this reference.

Regularly passed and adopted this 1st day of December, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Work Program Legislative- Planning
Through: Michelle Bouchard, Executive Director
From: Nathaniel Kramer, Chief People and Culture Officer
Subject: **Adoption of the 2022 Title VI Program**

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):

1. Approve the 2022 Title VI Program provided to the Board via online link, which demonstrates the Peninsula Corridor Joint Powers Board's (JPB) compliance with Title VI of the Civil Rights Act of 1964, and the Federal Transit Administration's (FTA) implementing guidance.

Significance

Pursuant to Federal guidelines issued in October 2012 (the FTA-issued Circular FTA C 4702.1B), the FTA requires the governing body of each Federal funding recipient to adopt a Title VI Program every three years. This will be the JPB's fourth program under these guidelines and is due to the FTA by December 15, 2022.

The JPB's Title VI Program includes the following updated documentation of JPB policies, procedures, and activities:

- Contents and placement of public notices regarding the public's rights under Title VI of the Civil Rights Act of 1964
- Title VI complaint form and procedures
- List of transit-related Title VI investigations, complaints, and lawsuits pending within the last three years
- Public Participation Plan and summary of public engagement processes undertaken in past three years
- Limited English Proficiency Plan/Language Assistance Plan

- Demographic information on membership of non-elected committees, such as the Citizens Advisory Committee, and discussion of encouragement of minority involvement
- Results of equity analyses for any facilities constructed over the last three years
- Service area description and demographic profile, including ridership survey results
- Service Standards and Policies (adopted by the JPB in 2013), as well as results of service monitoring under these standards and policies
- Results of equity analyses for fare and service changes made in past three years, based upon the JPB's Major Service Change, Disparate Impact and Disproportionate Burden policies, also adopted in 2013
- Record of Board consideration and adoption of the Title VI Program

Staff recommends the Board adopt the 2022 Title VI Program so that it may be submitted to the FTA for review and acceptance by the FTA before the JPB's 2019 Title VI Program expires on January 21, 2023. The FTA's guidelines require that agencies submit the Title VI program 60 days before the existing Program's expiration date. However, an extension was granted by the FTA Region IX Office to submit the Title VI Program by December 15, 2022.

Budget Impact

The proposed Title VI Program revisions will have no impact on the budget.

Background

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations), issued in 1994, mandates that Federal agencies take steps to address disproportionately high and adverse human health or environmental effects of their programs and activities on minority and low-income populations. Executive Order 13166 (Improving Access to Services for Persons with Limited English Proficiency), issued in 2000, requires recipients of Federal financial assistance to provide meaningful access to persons with limited proficiency in English.

Prepared By: Wendy Lau Office of Civil Rights, Manager 650.622.7864

Resolution No. 2022 –

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

Adopting the Peninsula Corridor Joint Powers Board's 2022 Title VI Program

Whereas, Title VI of the Civil Rights Act of 1964, 42 U.S.C 2000d *et seq.*, (Title VI) prohibits recipients of Federal financial assistance from subjecting any person to discrimination based on race, color or national origin under any programs and activities receiving federal financial assistance; and

Whereas, the Peninsula Corridor Joint Powers Board (JPB) receives a variety of grants and other forms of federal financial assistance from the Federal Transit Administration (FTA); and

Whereas, the FTA issued Circular FTA C 4702.1B, effective October 1, 2012 (Circular), setting forth requirements and guidelines for Title VI compliance; and

Whereas, the Circular details required elements of a Title VI Program, which each recipient of FTA financial assistance must submit to the FTA every three years to demonstrate compliance with Title VI; and

Whereas, the JPB received an extension from the FTA Region IX Title VI Officer to submit the JPB's 2022 Title VI Program by December 15, 2022; and

Whereas, the JPB's Title VI Program must include numerous elements, including but not limited to:

1. Information on numerous agency policies, procedures and activities undertaken over the last three years;
2. A public participation plan;

3. Information on public outreach undertaken by the JPB over the past three years;
4. A plan for engaging persons with limited English proficiency;
5. Major Service Change, Disparate Impact, and Disproportionate Burden policies, and System-wide service standards and policies, which this Board adopted pursuant to Resolution No. 2013-21;
6. Results of service monitoring analysis; and
7. Results of fare and service change equity analyses conducted over the past three years; and

Whereas, staff has developed a proposed Title VI Program (provided to the Board via online link), including the above-referenced items and demonstrating the JPB's compliance with Title VI, for Board consideration and approval; and

Whereas, Staff Coordinating Council recommends, that the Board approve the Title VI Program for submittal to the FTA.

Now, Therefore, Be It Resolved the Board of Directors of the Peninsula Corridor Joint Powers Board hereby adopts the JPB's 2022 Title VI Program; and

Be It Further Resolved the Board of Directors authorizes the Executive Director, or designee, to:

1. Include evidence of the Board's consideration and approval of the final JPB Title VI Program;
2. Submit the final JPB Title VI Program to the FTA; and
3. Take any other steps necessary to give effect to this Resolution, including responding to any follow-up inquiries from the FTA.

Regularly passed and adopted this 1st day of December, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Work Program-Legislative-Planning Committee
Through: Michelle Bouchard, Executive Director
From: Casey Fromson, Chief Communications Officer
Subject: **State and Federal Legislative Update**

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

Action

Staff proposes the Committee recommend the Board:

1. Receive the attached Federal and State Legislative Updates

Significance

The 2022 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.

Budget Impact

None.

Background

None.

Prepared By: Devon Ryan

Government &
Community Affairs Officer

650.730.6172



Letter submitted

November 7, 2022

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 – December 2022**

General Update

As noted in last month's report, the Legislature adjourned for final recess on August 31 and the bill signing deadline closed on September 30. The Governor signed around 85.5% of the bills put on his desk at the end of session this year.

As we look into next session, it is worth noting that the Governor had a higher veto rate than his last two years, frequently referencing lower than anticipated revenue projections for 2023 in his veto messages. We anticipate the Governor's proposed January Budget will reflect these lower revenue projections, leading to a very different budget scenario than last year.

Now that session has come to a close, legislators have turned their focus to the November 8 election. After the votes are finalized in the days after the November 8th election, there will be more than 30 new members coming to the Legislature, including some new faces in the Caltrain state legislative delegation. While not final as this was written before the election, below is a breakdown of legislators already in Caltrain's delegation or are in races to represent part of Caltrain's service area on November 8:

Senators: Scott Wiener, Dave Cortese, John Laird, Josh Becker, Aisha Wahab or Lily Mei

Assemblymembers: Phil Ting, Matt Haney, Marc Berman, Ash Kalra, Alex Lee, Evan Low, Robert Rivas, Diane Papan, Gail Pellerin

In early December, the new class of legislators will return to Sacramento for an organizational session where they will elect leadership and introduce legislation before returning back to their district until session reconvenes in early January.

TIRCP Draft Guidelines. The draft Transit and Intercity Rail Capital Program (TIRCP) guidelines were released late September, with public comments due by November 7. Caltrain submitted public comments on the draft guidelines in time for this deadline and is the process of preparing the application and accompanying advocacy materials for the Peninsula Corridor Electrification Project (PCEP).

Bills with Action Taken

Below are bills that Caltrain took a position on this that were signed by the Governor at the end of the 2022 Legislative Session:

SB 922 (Wiener) – CEQA Exemptions for Transit. This bill would permanently extend statutory exemptions from the CEQA requirement for clean transportation projects, including charging and facilities for zero-emission rail, station-area improvements, and first/last mile connections for bike and ped. This bill is a follow up to SB 288 (Wiener, 2020) which Caltrain supported. *Support.*

The Governor signed this bill on September 30.

SB 942 (Newman) Low Carbon Transit Operations Program: Free or Reduced Fare Transit Program.

This bill would exempt transit agencies using program funding for the continuation of a free or reduced fare transit program from the requirement to demonstrate that reductions in GHG emissions can be realized through the continuation of the program. It would also allow the transit agency to continue to use those funds for the purpose without time restriction and require reapplication to the program every three years. *Support.*

The Governor signed this bill on September 30.

Proposed Regulation

California Air Resources Board (CARB) Proposed In-Use Locomotive Regulation.

This proposed regulation is intended to speed the transition to zero-emission vehicles away from diesel locomotives for rail operators in the state. As written, the proposed regulation would impact Caltrain and other passenger rail operators in the state by requiring a Spending Account which would encumber funds to be spent only on zero-emissions rail vehicles and not used for operating or maintenance costs. While Caltrain supports the goal of a zero-emissions future, the timing, specific provisions, retirement mandates, and technology availability in the regulation are all of concern. Caltrain submitted a comment letter on November 7 that details these issues. Caltrain has been meeting with CARB staff and sent letters to CARB in September 2021, December 2021, and September 2022 regarding this issue. Caltrain will continue to work with CARB staff in advance of the CARB hearing on this issue on November 18.

Grants

Transit and Intercity Rail Capital Program (\$900 million - \$1.2 billion in Cycle 6 for Existing Projects outside Southern California) The draft Transit and Intercity Rail Capital Program guidelines were released in late September. The Caltrain team is reviewing to formulate a plan for the application process.

Status: Guidelines released for comment. Caltrain submitted comments November 7.

Funding: This cycle, funding is regionally subdivided with \$1,831,500,000 available for Southern California, inclusive of the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego and Ventura, and \$1,498,500,000 available for the rest of the state. The funding for the rest of the state is broken down in the following ways:

- Existing TIRCP Projects Leveraging Federal and Local Funds Reserve: \$900 million to \$1.20 billion
- New Projects: \$148.5 million to \$598.5 million
- Major Projects Project Development Reserve: up to \$150 million
- High Priority Grade Crossing Improvement and Separation Projects: \$70 million to \$210 million

Earlier this year, the CTC hosted workshops for the three SB 1 programs it oversees – 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 and announce project awards in Summer 2023. 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.

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. The 2022 STIP, adopted in March 2022, includes \$796 million in new STIP funding capacity. 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. The State Budget included a \$3.6 billion supplement to the TIRCP. The breakdown of the funding for this cycle is described above.

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

Item #7.
11/16/2022

November 7, 2022

PRIORITY BILLS			
Bill Number (Author)	Summary	Location	Position
AB 2197 (Mullin D) Caltrain Electrification: Funding	Existing law provides for the creation of the Peninsula Corridor Joint Powers Board, which operates Caltrain as the commuter rail service along the San Francisco Peninsula commute corridor. This bill would appropriate \$260,000,000 from the General Fund to the Transportation Agency for allocation to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project. Introduced: 2/15/2022	Assembly Dead	Supported 3/3/2022
SB 922 (Wiener D) California Environmental Quality Act: exemptions: transportation-related projects.	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 delete the requirement that the bicycle transportation plan is for an urbanized area. The bill would extend the exemption to an active transportation plan or pedestrian plan. The bill would define “active transportation plan” and “pedestrian plan.” The bill would specify that individual projects that are a part of an active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law. This bill contains other related provisions and other existing laws. Chaptered: 9/30/2022	Senate Chaptered	Supported 4/7/2022
SB 942 (Newman D) Low Carbon Transit Operations Program: free or reduced fare transit program.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates specified portions of the annual proceeds in the fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases and improve mobility. Existing law requires each of those transit agencies to demonstrate that each	Senate Chaptered	Supported 4/7/2022

	<p>expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys, asThis bill would exempt a transit agency using program moneys for the continuation of a free or reduced fare transit program from the above-described requirement to demonstrate that reductions in the emissions of greenhouse gases can be realized through the continuation of its transit program, and authorize the transit agency to continue to use those moneys for that purpose without any restriction to length of time. The bill would require the transit agency to submit an initial allocation request to the department and, for the next three fiscal years, to provide documentation necessary to meet an annual reporting requirement and comply with the program’s requirements. This bill contains other related provisions and other existing laws.</p> <p>Chaptered: 9/30/2022</p>		<p>Item #7. 11/16/2022</p>
<p>AB 1944 (Lee D)</p> <p>Local government: open and public meetings.</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 require the agenda to identify any member of the legislative body that will participate in the meeting remotely. The bill would also require an updated agenda reflecting all of the members participating in the meeting remotely to be posted, if a member of the legislative body elects to participate in the meeting remotely after the agenda is posted. This bill contains other related provisions and other existing laws.</p> <p>Amended: 5/25/2022</p>	<p>Senate Dead</p>	<p>Supported 5/5/2022</p>
<p>SB 917 (Becker D)</p>	<p>Existing law creates the Metropolitan Transportation Commission, as a local area planning agency and not as a part of the executive branch of the state government, to provide</p>	<p>Assembly Dead</p>	<p>Watch</p>

<p>Seamless Transit Transformation Act.</p>	<p>comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma. This bill would require the commission to develop and adopt a Connected Network Plan, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified. The bill would require the region's transit agencies, as defined, to comply with those established regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards, as provided.</p> <p>Amended: 6/20/2022</p>		<p>Item #7. 11/16/2022</p>
<p>AB 1919 (Holden D)</p> <p>Youth Transit Pass Pilot Program: free youth transit passes.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by the department, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as specified. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program, as provided. The bill would authorize a transit agency with an existing fare free program that enables a person 18 years of age or younger to use a transit agency's bus and rail services without paying any additional fare or charge to submit an application without an educational institution partner, as provided. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2027, on, among other things, the outcomes of the program and the funding conditions associated with offering free youth transit passes, the status of transit pass programs statewide, and whether these provisions led to reductions in the emissions of greenhouse gases and vehicle miles traveled, as provided. The bill would repeal its provisions as of January 1, 2028. This bill contains other existing laws.</p> <p>Vetoed: 9/13/2022</p>	<p>Assembly Vetoed</p>	<p>Watch</p>

OTHER LEGISLATION

<p>AB 1938 (Friedman D)</p> <p>Traffic safety: speed limits.</p>	<p>Existing law establishes various default speed limits for vehicles upon highways, as specified. Existing law requires the Department of Transportation (Caltrans), by regulation, to require Caltrans or a local authority to round speed limits up or down to the nearest 5 miles per hour of the 85th percentile of free-flowing traffic. This bill would, if the speed limit needs to be rounded down to the nearest 5 miles per hour increment of the 85th-percentile speed, authorize Caltrans or a local authority to lower the speed limit by 5 miles per hour from the nearest 5 miles per hour of the 85th percentile, as specified. The bill would prohibit the total reduction in the speed limit from exceeding 12.4 miles per hour from the 85th-percentile speed and would authorize a local authority to retain the currently adopted speed limit without further reduction or restore the immediately prior adopted speed limit without further reduction. The bill would make conforming changes. This bill contains other related provisions and other existing laws.</p> <p>Chaptered: 9/19/2022</p>	<p>Assembly Chaptered</p>	<p>Item #7. 11/16/2022</p> <p>Watch</p>
<p>AB 2061 (Ting D)</p> <p>Transportation electrification: electric vehicle charging infrastructure.</p>	<p>Existing law creates the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission (Energy Commission), to provide, among other things, competitive grants and revolving loans to specified entities for those entities to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies. Existing law requires the Energy Commission to develop and adopt an investment plan to determine priorities and opportunities for the program. Existing law requires the Energy Commission, in consultation with the State Air Resources Board (state board), as part of the development of the investment plan, to assess whether charging station infrastructure is disproportionately deployed, as specified, and, upon finding disproportionate deployment, to use moneys from the Alternative and Renewable Fuel and Vehicle Technology Fund, as well as other mechanisms, including incentives, to more proportionately deploy new charging station infrastructure, except as specified. Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities are under the direction of their governing boards. Existing law requires the PUC, in consultation with the Energy Commission and the state board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to, among other things, reduce dependence on petroleum and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. The PUC is required to approve, or modify and approve, programs and investments in transportation electrification, including those that deploy charging infrastructure, through a reasonable cost recovery mechanism, if certain requirements are met. This bill would require the Energy Commission, in consultation with the PUC, to develop uptime recordkeeping and reporting standards for electric vehicle chargers and charging stations by January 1, 2024. The bill would require that the uptime</p>	<p>Assembly Chaptered</p>	<p>Watch</p>

	<p>recordkeeping and reporting standards only apply to electric vehicle chargers and charging stations that received an incentive from a state agency or through a charge on ratepayers, apply for a minimum of 6 years, and apply to electric vehicle chargers and charging stations installed on or after January 1, 2024. The bill would authorize the Energy Commission to consider additional reliability metrics, as specified, and require the Energy Commission, in consultation with the PUC, to hold a public workshop to discuss and identify industry best practices and charger technology capabilities that are demonstrated to increase reliability. This bill contains other related provisions and other existing laws.</p> <p>Chaptered: 9/16/2022</p>		<p>Item #7. 11/16/2022</p>
<p>AB 2237 (Friedman D)</p> <p>Transportation planning: regional transportation improvement plan: sustainable communities strategies: alternative planning strategy: state transportation funding.</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. Existing law, to the extent the sustainable communities strategy is unable to achieve the greenhouse gas emissions reduction targets, requires the affected metropolitan planning organization to prepare an alternative planning strategy showing how the targets may be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. Existing law requires each regional transportation planning agency or county transportation commission to biennially adopt and submit to the California Transportation Commission and the Department of Transportation a 5-year regional transportation improvement program that includes, among other things, regional transportation improvement projects and programs proposed to be funded, in whole or in part, in the state transportation improvement program. This bill would require that those projects and programs included in each regional transportation improvement program also be consistent with the most recently prepared sustainable communities strategy of the regional transportation planning agency or county transportation commission, or, if applicable, the alternative planning strategy, and state and federal air quality standards. The bill would prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy of the applicable regional transportation planning agency or county transportation commission or, if applicable, the alternative planning strategy. The bill would also prohibit the expenditure of funds from local tax measures that passed before January 1, 2023, but that exclusively provide for the collection and expenditure of funds on or after January 1, 2023, until the transportation projects or programs to be funded by the tax measure are included in the</p>	<p>Senate Dead</p>	<p>Watch</p>

	<p>most recently adopted sustainable communities strategy, or, if applicable, the alternative planning strategy. This bill contains other related provisions and other existing laws.</p> <p>Amended: 6/13/2022</p>		<p>Item #7. 11/16/2022</p>
<p>AB 2357 (Ting D) Surplus land.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under existing law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. Existing law defines “exempt surplus land,” for which a local agency is not required to follow the requirements for disposal of surplus land, except as provided, as, among other things, surplus land that is subject to valid legal restrictions that are not imposed by the local agency and that would make housing prohibited, as specified. This bill would also require the department to maintain on its internet website a listing of all entities, including housing sponsors, that have notified the department of their interest in surplus land for the purpose of developing low- and moderate-income housing. This bill contains other related provisions and other existing laws.</p> <p>Amended: 4/5/2022</p>	Senate Dead	Watch
<p>AB 2438 (Friedman D) Transportation funding: guidelines and plans.</p>	<p>Existing law provides for the funding of projects on the state highway system and other transportation improvements, including under the interregional transportation improvement program, the state highway operation and protection program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the program within the Road Maintenance and Rehabilitation Program commonly known as the Local Partnership Program. This bill would require, no later than January 1, 2024, the guidelines or plans applicable to those programs to include the strategies established in the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, as provided. The bill would also require the Transportation Agency, the California Transportation Commission, and the Department of Transportation, no later than January 1, 2024, to each establish guidelines to ensure transparency and accountability for specified transportation funding programs that they respectively administer and for the project selection processes applicable to those programs. The bill would require those guidelines to meet certain requirements and would require those agencies to hold public workshops to solicit input before establishing the guidelines. This bill contains other related provisions and other existing laws.</p>	Assembly Vetoed	Watch

	Vetoed: 9/29/2022		Item #7. 11/16/2022
<p>AB 2441 (Kalra D)</p> <p>Public employment: local public transit agencies: autonomous transit vehicle technology.</p>	<p>Existing law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matter subject to collective bargaining. This bill would require a public transit employer to provide written notice to the exclusive employee representative of the workforce affected by autonomous transit vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of the workforce to which the autonomous transit vehicle technology applies not less than 12 months before commencing the process, plan, or deployment. The bill would require a public transit employer, upon a written request of the exclusive employee representative, to provide specified information to the exclusive employee representative, including the potential gaps in skills that may result from the new service. The bill would require the public transit employer, following the written request for information by the exclusive employee representative, and within 30 days of receiving the specified information, to commence collective bargaining on specified subjects, including creating plans to train and prepare the affected workforce to fill new positions created by the autonomous transit vehicle technology.</p> <p>Vetoed: 9/29/2022</p>	Assembly Vetoed	Watch
<p>AB 2449 (Rubio, Blanca D)</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 generally requires posting an agenda at least 72 hours before a regular meeting that contains a brief general description of each item of business to be transacted or discussed at the meeting, and prohibits any action or discussion from being undertaken on any item not appearing on the posted agenda. The act authorizes a legislative body to take action on items of business not appearing on the posted agenda under specified conditions. The act contains specified provisions regarding 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</p>	Assembly Chaptered	Watch

	<p>exemption to the jurisdictional requirement for health authorities, as defined. This bill would revise and recast those teleconferencing provisions and, until January 1, 2026, would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements that each teleconference location be identified in the notice and agenda and that each teleconference location be accessible to the public if at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. Under this exception, the bill would authorize a member to participate remotely under specified circumstances, including participating remotely for just cause or due to emergency circumstances. The emergency circumstances basis for remote participation would be contingent on a request to, and action by, the legislative body, as prescribed. The bill, until January 1, 2026, would authorize a legislative body to consider and take action on a request from a member to participate in a meeting remotely due to emergency circumstances if the request does not allow sufficient time to place the proposed action on the posted agenda for the meeting for which the request is made. The bill would define terms for purposes of these teleconferencing provisions. This bill contains other related provisions and other existing laws.</p> <p>Chaptered: 9/13/2022</p>		<p>Item #7. 11/16/2022</p>
<p>ACA 1 (Aguir-Curry D)</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 Dead</p>	<p>Supported 2021</p>
<p>SB 1121 (Gonzalez D)</p> <p>State and local transportation</p>	<p>Existing law requires the California Transportation Commission to adopt and submit to the Legislature an annual report summarizing its prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. Existing law authorizes the report to also include a</p>	<p>Senate Chaptered</p>	<p>Watch</p>

<p>system: needs assessment.</p>	<p>discussion of any significant upcoming transportation issues anticipated to be of concern to the public and the Legislature and requires the report to include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system. This bill would require the commission, in consultation with the Transportation Agency and the Department of Transportation, to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years, as provided. As part of the needs assessment, the bill would require the commission to forecast the expected revenue, including federal, state, and local revenues, to pay for the cost identified in the needs assessment, any shortfall in revenue to cover the cost, and recommendations on how any shortfall should be addressed. The bill would require the commission to submit to the Legislature an interim needs assessment on or before January 1, 2024, and a completed needs assessment on or before January 1, 2025, and every 5 years thereafter.</p> <p>Chaptered: 9/23/2022</p>		<p>Item #7. 11/16/2022</p>
<p>SB 1161 (Min D)</p> <p>Transit operators: street harassment survey.</p>	<p>Existing law creates various transit districts throughout the state, with specified powers and duties relative to providing public transit service. Existing law provides various provisions applicable to all public transit and transit districts. This bill would require the Mineta Transportation Institute at San Jose State University to, on or before December 31, 2023, develop and make available on its internet website a survey for the purpose of promoting consistency in the collection of specified survey data to inform efforts to improve the safety of riders and reduce street harassment on public transit.</p> <p>Chaptered: 9/13/2022</p>	<p>Senate Chaptered</p>	<p>Watch</p>
<p>SB 1410 (Caballero D)</p> <p>California Environmental Quality Act: transportation impacts.</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 the lead agency 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. CEQA requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing</p>	<p>Assembly Dead</p>	<p>Watch</p>

	<p>criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Existing law requires the office to recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. This bill would require the office, by January 1, 2025, to conduct and submit to the Legislature a study on the impacts and implementation of the guidelines described above relating to transportation impacts. The bill would require the office, upon appropriation, to establish a grant program to provide financial assistance to local jurisdictions for implementing those guidelines. This bill contains other existing laws.</p> <p>Amended: 5/2/2022</p>		<p>Item #7. 11/16/2022</p>
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Caltrain Federal Report As of November 9, 2022

Congressional Update

Lame Duck Session Preview

- After the midterm elections, members will return to Washington, D.C., on November 14 to begin the final legislative session of the 117th Congress. Congressional leadership has several priorities to finish before Congress departs for the winter holidays.
- Democrats are intent on finishing work on the FY 2023 appropriations bills before the beginning of the 118th Congress. These bills represent several months of work and contain millions of dollars for community project funding. In addition, Congress is set to vote on the National Defense Authorization Act, a bill providing funding for the Department of Defense. Lastly, members are hopeful for the passage of a year-end tax extender package.
- The Senate is also set to consider the Respect for Marriage Act (H.R. 8404), legislation that would enshrine protections for marriage equality. While several Senators tried to pass the legislation before the midterm elections, they ultimately failed to gather enough Republican support to override a legislative filibuster. In addition, the Senate will act on the Electoral Count Reform and Presidential Transition Improvement Act of 2022 (S. 4573), a bill clarifying the Vice President's role in certifying presidential elections and making other revisions to the electoral count process.
- Senate Majority Leader Chuck Schumer (D-NY) has expressed interest in advancing the SAFE Banking Act of 2021 (H.R. 1996), a bill that would grant cannabis businesses access to banking services. The likelihood of the bill's passage is unclear, given the packaged schedule for the lame duck session and Republicans' positions on the issue.

Administration Update

White House Releases Action Plan For Accelerating Infrastructure

- On October 13, the White House released its [Action Plan for Accelerating Infrastructure](#). The plan outlines the federal government's strategy to accelerate infrastructure projects through new and current initiatives.
- The Action Plan to Accelerate Infrastructure is a whole-of-government approach to delivering infrastructure projects on time. The comprehensive document lists measures several federal agencies took on IJA implementation. In the Action Plan, the Federal Highway Administration (FHWA) announced the expansion of its [Every Day Counts Program](#) to include transit. Every Day Counts is a partnership between the federal and state governments to streamline infrastructure projects by introducing underutilized innovations, such as including multiple projects under one contract.
- DOT will launch a Project Delivery Center of Excellence to enhance project capacity. The Center will work to educate localities on best practices associated with all stages of project

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implementation. Information on best practices will be centralized within the Center, including webinars and other materials to assist localities.

DOT Releases Public Involvement Guide

- On October 13, DOT released a [public involvement guide](#) to assist communities with implementing infrastructure projects. The guide provides best practices for engagement with communities impacted by infrastructure projects. DOT released the guide to foster new cooperation between grant recipients and the affected areas throughout the project implementation cycle.
- The guide outlines several features of meaningful public engagement for readers to consider. Understanding community demographics, ensuring community representation, and proper documentation are critical to DOT's public engagement strategy. In addition, DOT notes that awardees should be mindful of community-preferred engagement techniques. This includes options for virtual discussions to assist community members who may have a disability or be without transportation. For those intending to build virtual engagement capacity, DOT recommends interested parties use FHWA's [Virtual Public Involvement Guide](#).
- Public engagement is a crucial requirement of DOT's selection criteria for grant programs. This initiative emphasizes correspondence with historically underserved communities. DOT hopes that the public engagement guide will enable local communities to have a meaningful impact on infrastructure projects.

Thriving Communities Program Released

- On October 6, the U.S. Department of Housing and Urban Development (HUD) and DOT announced a joint effort to assist underserved communities with accessing and implementing federal infrastructure funds. Funded at \$25 million through the FY 2022 omnibus, the program provides technical assistance and other aid to accomplish program goals.
- The Thriving Communities Program will provide technical assistance to eligible recipients, such as transit agencies, that require support with infrastructure planning, applications, and implementation. The technical assistance is free, and the federal government will select entities that [submit a letter of interest](#) by December 6.
- Funding is also available for those who wish to provide technical assistance through the program. The federal government will award cooperative agreements to organizations, local governments, and other bodies. Applicants can submit proposals through the [notice of funding opportunity](#) until November 22.

FTA Announces 2021 National Transit Database Report

- On November 1, the Federal Transit Administration (FTA) announced the [2021 Federal Transit Database Report](#). The NTD collects information from FTA-funded transit agencies, displaying trends and other information that stakeholders can analyze.
- Along with raw data, FTA published a [2021 National Transit Summaries and Trends](#)

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[document](#) that provides a high-level analysis of transit in the United States. While ridership for transit bus, heavy rail, and other modes declined by 80% in 2020, the FTA reported that 2021 ridership rebounded to about 50% of pre-pandemic ridership.

- The report also stated that in 2021, federal aid accounted for 36% of transit funding. The FTA specified that transit agencies spent approximately \$13.1 in federal aid through the Coronavirus Aid, Relief and Economic Security Act (CARES), Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA), and the American Rescue Plan (ARP).

Round-Up of Open Grant Opportunities

- [FY 2022 and FY 2023 Competitive Funding Opportunity: Competitive Grants for Rail Vehicle Replacement Program \(Rail Program\)](#). \$600 million available. All applications due by January 5, 2023.
- [FY 22 Consolidated Rail Infrastructure and Safety Improvements Grant Program](#). \$1.4 billion available. All applications due by December 1, 2022.
- [Strengthening Mobility and Revolutionizing Transportation \(SMART\) Grants Program](#). \$100 million available. All applications due by November 18, 2022.
- [Advanced Transportation Technologies and Innovative Mobility Deployment \(ATTIMD\) Program](#). \$60 million available. All applications due by November 18, 2022.
- [Notice of Funding Opportunity to Establish Cooperative Agreements with Technical Assistance Providers for the Fiscal Year 2022 Thriving Communities Program](#). \$21 million available. All applications due by November 29, 2022.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Work Program-Legislative-Planning (WPLP) Committee
Through: Michelle Bouchard, Executive Director
From: Dahlia Chazan, , Deputy Chief, Caltrain Planning
Subject: **Corridor Crossings Strategy**

Finance Committee
Recommendation

Work Program-
Legislative-Planning
Committee
Recommendation

Staff Coordinating
Council Reviewed

Staff Coordinating Council
Recommendation

Action

Staff Coordinating Council recommends the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain) receive a project introduction and quarterly updates on the Caltrain Corridor Crossings Strategy (CCS) starting in December 2022.

No action required.

Significance

Staff will prepare quarterly presentation materials for the Board with updates on the CCS.

Budget Impact

There is no impact on the budget.

Background

The CCS has been discussed as an agency priority since 2019, when it was first identified within the Caltrain Business Plan Process. This strategy was first funded in 2019 but was delayed due to the COVID-19 pandemic. As Caltrain and other operators plan to increase rail services, Caltrain understands that a coordinated approach to grade separations or closures is needed to unlock regional mobility and safety benefits.

The Caltrain Business Plan acknowledges that grade separation projects are costly, complex and challenging. The CCS strives to identify areas for enhancement in the current process and develop a potential strategic approach to deliver corridor-wide consensus on delivery of grade separation projects. Based on initial stakeholder engagement, the CCS will include the development of a user-friendly, website-based Crossings Delivery Guide to communicate roles and responsibilities, key design standards, and processes for grade crossing separation and closure projects. In addition to the Crossings Delivery Guide and in close partnership with the

cities and stakeholders, the strategy will gather the ambitions of stakeholders to clarify and define a vision that balances the complex web of organizational, technical, and funding challenges that must be addressed for the vision to be realized.

Prepared By: Dahlia Chazan Deputy Chief, Caltrain Planning 650-730-6115

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Work Program – Legislative – Planning Committee
Through: Michelle Bouchard, Executive Director
From: Dahlia Chazan, Deputy Chief, Caltrain Planning
Subject: **San Francisco Downtown Rail Extension Update**

Finance Committee
Recommendation

Work Program-
Legislative-Planning
Committee
Recommendation

Staff Coordinating
Council Reviewed

Staff Coordinating Council
Recommendation

Action

This report includes an informational update that will be supplemented by a presentation and which requires no action by the Board of Directors (“Board”) of the Peninsula Corridor Joint Powers Board (“JPB” or “Caltrain”).

Significance

Caltrain and the Transbay Joint Powers Authority (“TJPA”) are negotiating a Master Cooperative Agreement (“MCA”) for the San Francisco Downtown Rail Extension Project (“DTX”) to be included in the TJPA’s August 2023 application for entry into the engineering phase of the Federal Transit Administration (“FTA”) Capital Investment Grants Program. The MCA will address key topics, including design support and coordination; procurement and construction coordination; financial commitments; operations, maintenance and rehabilitation; and asset disposition.

Over the course of the next nine months, Caltrain staff will engage the Work Program – Legislative – Planning Committee (“WPLP”), the Advocacy and Major Projects Committee (“AMP”) once launched in February 2023, and the Board to provide background on the contents of the MCA, followed by review of a draft term sheet and ultimately a request to approve the final MCA.

Budget Impact

This informational item has no impact on the budget.

Background

The completion of DTX will have a major positive impact on Caltrain service and ridership. It completes the final element of the Transbay Program, which includes the Salesforce Transit Center, completed in 2018, and the creation of a transit-oriented neighborhood around the multi-modal transit hub. A regional priority since 1988, the DTX project will deliver the vision of

the program by bringing Caltrain and California High Speed Rail into downtown San Francisco. The environmentally cleared DTX will extend Caltrain's rail line from the Fourth and King station by approximately 1.6 miles and will provide significantly improved access for Peninsula riders to the North and East Bays, with a nearby connection to BART and San Francisco Municipal Transportation Agency rail services.

In April 2020, Caltrain entered into a Memorandum of Understanding (the "2020 MOU") with the TJPA, Metropolitan Transportation Commission ("MTC"), California High Speed Rail Authority ("CHSRA"), City and County of San Francisco ("CCSF"), and the San Francisco County Transportation Authority ("SFCTA") (the project partners). Pursuant to the MOU, these six agencies have agreed to take part in a multi-year effort to ready the DTX for procurement, including activities related to governance, oversight, management, funding, and project delivery.

In 2021, the project executed an accelerated master schedule to support a potential 2025 Full Funding Grant Agreement ("FFGA") through the FTA's Capital Improvement Grant ("CIG") process. The project was accepted into the FTA's initial Project Development Phase in December 2021. In 2022, the DTX project continues to pursue major milestones related to project development, funding, and public outreach and engagement.

To support and formalize Caltrain's role in the project, Caltrain and TJPA have commenced negotiating an MCA that will outline and confirm each party's responsibility for planning, designing, procuring, constructing, operating, and maintaining DTX. The MCA will also meet the FTA requirement that TJPA, as Project Sponsor, completes and secures all critical third-party agreements necessary to facilitate the financing, design, permitting, construction, and operation and maintenance of a federally funded capital transit project. Therefore, the MCA must be complete prior to the scheduled commencement of FTA's CIG Engineering Phase in August 2023. The MCA will address key topics including design support and coordination, right of way, temporary encroachment, permitting, procurement and construction coordination, operations maintenance and rehabilitation, and asset disposition.

In August 2022 the Caltrain Board approved a Letter of Agreement ("LOA") between the parties to cover the interim period before the MCA is executed. The LOA authorizes the reimbursement of the consultant costs incurred by Caltrain in FY22 and the anticipated agency staff and consultant costs for FY23.

Prepared By: Gwen Buckley

Principal Planner

650-722-6827

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Work Program Legislative- Planning
Through: Michelle Bouchard, Executive Director
From: Dahlia Chazan, Deputy Chief, Caltrain Planning
Subject: **Caltrain Go Pass Donation Program Update**

Finance Committee
Recommendation

Work Program-
Legislative-Planning
Committee
Recommendation

Staff Coordinating
Council Reviewed

Staff Coordinating Council
Recommendation

Action

This item is for information only.

Significance

Staff will provide an informational update on the Go Pass Donation Program at the December meeting of the Peninsula Corridor Joint Powers Board.

Background

Approved by the Caltrain Board in January 2021 and May 2022, the Go Pass Donation Program (GPDP) is part of a larger package of significant, limited-time incentives to encourage continued Go Pass subscriber participation since the start of the pandemic. In addition to incentivizing ongoing subscriber participation in the regular Go Pass program, the GPDP is also specifically intended to rebuild Caltrain ridership in a manner that advances the railroad's equity goals. Caltrain is continuing to accept donations of unused 2022 and 2023 passes from regular Go Pass participants; this will continue to support the GPDP, provide a financial benefit for donors (who may receive a letter acknowledging the donation for tax write-off purposes), and offer a positive publicity benefit for donors (who may be recognized publicly for the donation if desired).

The attached presentation provides an update on the implementation of the Go Pass Donation Program (GPDP) and plans for the program in 2023. The GPDP was split into phases for ease of implementation, with Phase 1 launched in September 2021, Phase 1.5 launched for 2022, and Phase 2 planned for 2023.

Budget Impact

There is no budget impact associated with the Go Pass Donation Program informational update.

Prepared By: Melissa Jones Deputy Director, Caltrain Policy 650.295.6852
Development

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Work Program Legislative- Planning
Through: Michelle Bouchard, Acting Executive Director
From: Robert Barnard, Deputy Chief, Rail Development
Subject: **Capital Projects Quarterly Status Report – 1st Quarter Fiscal Year 2023**

Finance Committee
Recommendation

Work Program-
Legislative-Planning
Committee
Recommendation

Staff Coordinating
Council Reviewed

Staff Coordinating Council
Recommendation

Action

Staff Coordinating Council recommends the Board receives the Capital Projects Quarterly Status Report. The full report and a summarized version are in the following link:

<https://www.caltrain.com/about-caltrain/statistics-reports/quarterly-capital-program-status-report>

Significance

The Capital Projects Quarterly Status Report is submitted to keep the Board advised as to the scope, budget and progress of current ongoing capital projects.

Budget Impact

There is no impact on the budget.

Background

Staff prepares the Capital Projects Quarterly Status Report for the Board on a quarterly basis. The report is a summary of the scope, budget and progress of capital projects. It is being presented to the Board for informational purposes and is intended to better inform the Board of the capital project status.

Prepared By: Robert Cheung Deputy Director, Project Controls (650) 730-0296



Capital Program

Quarterly Status Report Summary and DBE Status Report



1st Quarter Fiscal Year 2023 (July to September 2022)

Prepared for the December 01, 2022 Caltrain Board Meeting

Projects in Focus

Concerning (projects with red status lights)

1. 002146 - South San Francisco Station Improvement Project

- **Schedule:** Portions of Ramp 1 and Ramp 2 were rebuilt and tested and they meet ADA requirements. Ramps were opened to public on 1/13/2022. Will request rebaseline when the project goes to the Management Committee for the next phase. The date to submit the request is still TBD.

2. 100233 - MP-36 Locomotive Mid-Life Overhaul

- **Funding:** Additional funding will be required to cover the administrative cost, change orders and other unknown risk. Request funds at October Mgmt. Committee meeting.

3. 100240 - Ticket Vending Machines (TVM) Rehab

- **Schedule:** Phase 4 completion date has been delayed as the vendor is waiting on certain parts and material for the upgrades. New delivery and installation date is end of November 2022. It is still the intent of the project to meet the overall project schedule.

4. 100403 - Broadband Wireless Communications System

- **Schedule:** The proposal evaluation period has been extended due to the complexity of the proposals, live demonstration and negotiation of a best & final offer. Project Manager plans to re-baseline the schedule & budget once team have selected and negotiate with the best proposer in November 2022.

- **Budget:** Project EAC is higher due to the construction cost. Project team is re-evaluating the total cost for the project and will report the updated EAC in next quarterly report. Seek for the budget approval from the Management Committee and the Board.

5. 100410 - Whipple Avenue Grade Separation Study

- **Schedule:** Project schedule extended due to the complexity of alternatives being examined in combination with a potential four-track station and new development occurring in close proximity to the potential grade separations. COVID-19 also required a more extensive and time-intensive public outreach strategy than initially envisioned. It is still to be determined when the project goes to the Management Committee to request a re-baseline.

6. 100445 - Automatic Passenger Counters at San Francisco 4th & King Station

- **Schedule:** The COVID-19 Pandemic caused delay in development and logistics. The schedule issue was escalated within Centum Adetel and Caltrain. The Centum Team provided a revised Schedule to complete installation, commissioning and training by 10/30/2022. Project Manager to request schedule re-baseline at October 2022 Management Committee meeting.

7. 100482 - Rengstorff Grade Separation

- **Schedule:** The schedule has been delayed due to the delay in 35% design submittal. The 35% design (preliminary engineering) will be completed by October 2022. A cooperative agreement between the VTA, the City of Mountain View and the JPB is under review. VTA has allocated \$42 million towards the final design and right-of-way acquisition. The City of Mountain View will be contributing \$8 million towards the same. Next step is to issue an RFP to select a final design consultant and to evaluate various delivery methods such as Construction Manager/General Contractor (CMGC), Progressive Design-Build and the traditional Design-Bid-Build to select an optimal method. The project will request Management Committee rebaseline in November 2022.

8. 100684 - Mini High Platforms

- **Schedule:** The Project is in the process of hiring a designer to prepare plans and specifications for the project and this delayed the total project schedule. Project Manager to request a schedule re-baseline at November 2022 Management Committee meeting.

9. 100667 - Bernardo Avenue Undercrossing

- **Schedule:** The schedule has been delayed due to the extensive analysis and review of the concept alternatives provided by the City to help them decide the path forward. The City has decided to move ahead with the preparation of 35% plans using their consultant. The schedule will be fine-tuned and submitted to management committee for re-

10. 100685 - Verizon Sink Hole Repair San Jose

- **Schedule:** Project Schedule is extended due to delay in agreements between the parties. Request the Management Committee to re-baseline the schedule. The date to submit the request is November 2022.

11. 100616 - Caltrain Fiber Connectivity to Passenger Stations and Digital Voice

- **Schedule:** The project has been delayed for one year due to a budget shortfall. Request funds in FY24.

Watching (projects with yellow status lights)**1. 002113 - Guadalupe River Bridges Replacement and Extension**

- **Funding:** Prior fiscal years funded only design and some construction. There are sufficient funds to support the first year of construction. Obligating financial resources one year at a time to support construction on a cashflow basis is not a preferred approach. Given the bridge's conditions and funding levels for SOGR this is the current plan. Staff will evaluate a range of alternatives as it prepares the FY2024 and FY2025 Budgets for Board consideration. Agency has not received and/or activated the entire fiscal year 2022 appropriation by the JPB Board. The remainder of the approved funds will be activated in November 2022.

2. 100426 - Churchill Avenue Grade Crossing

-**Schedule:** Main Contract Award delayed as the City of Palo Alto is still waiting on the approval of the GO88-B form from the California Public Utilities Commission (CPUC). Approval of the GO88-B form is required to advertise the Invitation For Bid (IFB). It is the intention to still meet the overall project schedule.

3. 100427 - San Francisquito Creek Bridge Replacement

- **Funding:** There are 3 options. First option is to strengthen the bridge and second option is to replace the bridge. If either of the two build alternatives are selected by senior management, then additional funding is required to complete the 35% design phase. The third option is a viable no build option to restrict train traffic to one freight train at a time. However, with this no build option, current funding would be used to support required special inspections and monitoring of the bridge. In addition, Phase Gate meeting is required to obtain Management Committee approval to proceed with the next phase of the project, and approval to use existing funds.

4. 100439 - Bayshore Station Overpass Pedestrian Bridge Rehab




- **Schedule:** Schedule is delayed due to revisions to Scaffolding and Containment Plan and approval of Site-Specific Work Plan. Approval of the Scaffolding and Containment plan required numerous revisions to accommodate PCEP wire installation, and structural calculations required to verify the temporary structure per contract specifications. Approval of the Site Specific Work Plan required numerous coordination meetings with Rail Operations, and customer access to path of travel, platform closures, and signage. Contractor is working to add multiple shifts to meet the original completion date.

5. 100676 - San Mateo Replacement Parking Track

- **Funding:** \$4.045M already transferred to this project from 25th Avenue Grade Separation project. Additional \$622K pending transfer. Seek 50% match from MTC's Local Partnership Program funding to support spring 2023 construction.

Performance Summary

Table S1. Projects in each status light by performance category

Status Light	Safety	Schedule	Budget	Funding
 Green	100.0%	67.6%	94.6%	89.2%
 Yellow	0.0%	5.4%	0.0%	8.1%
 Red	0.0%	27.0%	5.4%	2.7%

(Percentage of projects in each status light by performance category)

Table S2. Summary of project changes from previous quarter

Status Changes	Projects	Pct. Projects
All green	16	43.2%
Improved	6	16.2%
Got worse	5	13.5%
Stayed the same (except all green)	10	27.0%
Total Projects	37	

Table S3. Individual Projects

Project Number	Title	Safety		Schedule		Budget		Funding		Page
		Q4	Q1	Q4	Q1	Q4	Q1	Q4	Q1	
CONSTRUCTION/IMPLEMENTATION										
Grade Separations										
002088	25th Avenue Grade Separation	●	●	●	●	●	●	●	●	7
Stations										
002146	South San Francisco Station Improvement	●	●	●	●	●	●	●	●	13
ROW Bridges										
100439	Bayshore Station Overpass Pedestrian Bridge Rehab	●	●	●	●	●	●	●	●	19
ROW Communications & Signals										
100278	Mary Avenue Traffic Signal Preemption	●	●	●	●	●	●	●	●	25
Fare Collection										
100240	Ticket Vending Machines (TVM) Rehab	●	●	●	●	●	●	●	●	30
100574	Clipper Next Generation Validators Site Preparations	●	●	●	●	●	●	●	●	35
Miscellaneous										
100233	MP-36 Locomotive Mid-Life Overhaul Project		●		●		●		●	40
100430	CCF BCCF Virtualization	●	●	●	●	●	●	●	●	44
100445	Automatic Passenger Counters at San Francisco 4th & King Station	●	●	●	●	●	●	●	●	48
DESIGN (includes Preliminary and Final Design, and Procurement)										
Grade Separations										
002152	South Linden & Scott Grade Separation	●	●	●	●	●	●	●	●	53
100244	Burlingame Broadway Grade Separation	●	●	●	●	●	●	●	●	56
100482	Rengstorff Grade Separation	●	●	●	●	●	●	●	●	60
100617	Mountain View Transit Center Grade Separation & Access Project	●	●	●	●	●	●	●	●	65
ROW Bridges										
002113	Guadalupe River Bridges Replacement and Extension	●	●	●	●	●	●	●	●	70
100427	San Francisquito Creek Bridge Replacement	●	●	●	●	●	●	●	●	76
ROW Grade Crossings										
100426	Churchill Avenue Grade Crossing	●	●	●	●	●	●	●	●	81
100522	Watkins Ave Grade Crossing Safety Improvements	●	●	●	●	●	●	●	●	84
100563	FY21-22 Grade Crossing Improvements	●	●	●	●	●	●	●	●	87
100566	San Mateo Grade Crossing Improvements	●	●	●	●	●	●	●	●	90
ROW Communications & Signals										
100403	Broadband Wireless Communications System	●	●	●	●	●	●	●	●	94
100432	Migration to Digital Voice Radio System	●	●	●	●	●	●	●	●	97
100449	Next Generation Visual Messaging Sign (VMS)	●	●	●	●	●	●	●	●	100
100572	Communication System SOGR	●	●	●	●	●	●	●	●	103
100614	Predictive Arrival/Departure System (PADS) Replacement	●	●	●	●	●	●	●	●	106
100616	Caltrain Fiber Connectivity to Passenger Stations and Digital Voice	●	●	●	●	●	●	●	●	109
Miscellaneous										
100676	San Mateo Replacement Parking Track	●	●	●	●	●	●	●	●	113
100684	Mini-High Platforms	●	●	●	●	●	●	●	●	116

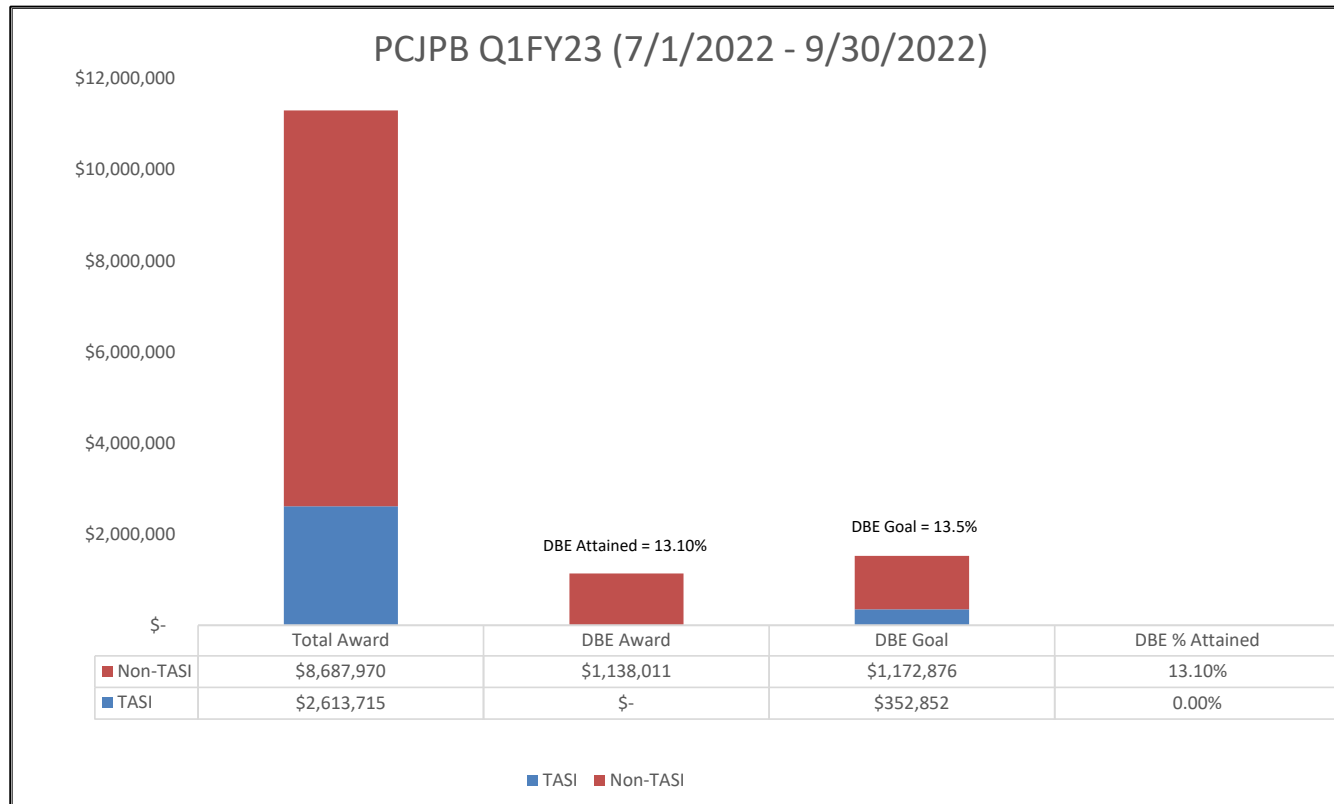
Table S3. Individual Projects (Continued)

Project Number	Title	Safety		Schedule		Budget		Funding		Page
		Q4	Q1	Q4	Q1	Q4	Q1	Q4	Q1	
PLANNING (includes Initiation and Design to 15%)										
Grade Separations										
100410	Whipple Avenue Grade Separation Study	●	●	●	●	●	●	●	●	120
100667	Bernardo Avenue Undercrossing	●	●	●	●	●	●	●	●	123
100668	Sunnyvale Grade Separation		●		●		●		●	126
100686	Middle Avenue Undercrossing		●		●		●		●	129
Miscellaneous										
100564	Enterprise Asset Management (EAM) Software System	●	●	●	●	●	●	●	●	133
100565	Update and Upgrade GIS System	●	●	●	●	●	●	●	●	136
100673	CCTV Study-Assessment		●		●		●		●	140
100685	Verizon Sink Hole Repair San Jose	●	●	●	●	●	●	●	●	143
100687	Downtown Rail Extension (DTX)	●	●	●	●	●	●	●	●	146
CLOSEOUT (includes Start-up/Turnover and Closeout)										
ROW Bridges										
002080	Marin and Napoleon Bridge Replacement	●	●	●	●	●	●	●	●	150

Appendix A - Disadvantaged Business Enterprise (DBE)

Disadvantaged Business Enterprise (DBE)

PCJPB Award



Note: The overall triennial DBE goal for Federal Fiscal Year 2020-22 is 13.5%.