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AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD Advocacy and Major Projects (AMP) Committee Meeting

May 29, 2024, 3:30 pm

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Ave., San Carlos, CA

Committee Members: Steve Heminger (Chair), Margaret Abe-Koga, and Jeff Gee

Members of the public may participate remotely via Zoom at <https://us02web.zoom.us/j/84582532747?pwd=dGdjV3lQVW1RUGUyZk9SSml6aXZRZz09> or by entering Webinar ID: **845 8253 2747**, Passcode: **268109**, in the Zoom app for audio/visual capability or by calling 1-669-444-9171 (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>.

Members of the public also may participate in person at: San Mateo County Transit District, Bacciocco Auditorium - Second Floor, 1250 San Carlos Ave., San Carlos, CA, or any other noticed location.

Public Comments: 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 into the Board's weekly correspondence and posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

Verbal public comments will also be accepted during the meeting in person and through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For 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 Hand feature for public comment. Each commenter will be recognized to speak, and callers should dial *6 to unmute themselves when recognized to speak.

Each public comment is limited to two minutes. The Board Chair has 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.

May 29, 2024 - Wednesday

3:30 pm

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

A double asterisk indicates that one or more Directors of the JPB serve on the governing board of a public agency with which the JPB proposes to contract. Under Government code section 1091(a)(9), this relationship is considered to be a noninterest but it must be disclosed.

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 two (2) minutes. Items raised that require a response will be deferred for staff to reply.
4. Meeting Minutes of March 27, 2024 Motion
5. Approve Title VI Analysis for September 2024 JPB Electrification Service Changes Motion
6. Authorize Execution of Funding Agreements with VTA for Use of Measure B and Regional Measure 3 Funds for Phase 2 of the Diridon Station Business Case** Motion
7. Award of Contract for Federal Legislative Advocacy Services* Motion
8. Award of Contract for State Legislative Advocacy Services* Motion
9. Receive State and Federal Legislative Update Informational
10. Committee Member Requests
11. Date/Time of Next Regular AMP Committee Meeting: Wednesday, July 24, 2024 at 3:30 pm.
The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.
12. Adjourn

Information for the Public

All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board. If you have questions on the agenda, please contact the JPB Secretary at 650.508.6242. Agendas are available on the Caltrain website at www.caltrain.com. 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 Advocacy and Major Projects (AMP) Committee: Two Wednesdays before the Board meeting, 3:30 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

Members of the Public may attend this meeting in person or remotely via Zoom. *Should Zoom not be operational, please check online at <https://www.caltrain.com/about-caltrain/meetings> for any updates or further instruction.

Public Comment*

Members of the public are encouraged to participate remotely or in person. Public comments may be submitted by comment card in person and given to the JPB Secretary. Prior to the meeting's call to order, public comment may be sent to publiccomment@caltrain.com so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

Oral public comments will also be accepted during the meeting in person or through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

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.

**Peninsula Corridor Joint Powers Board
Advocacy and Major Projects Committee
1250 San Carlos Avenue, San Carlos, CA 94070**

DRAFT Minutes of March 27, 2024

Members Present: Margaret Abe-Koga, Jeff Gee, Steve Heminger (Chair)

Staff Present: M. Bouchard, D. Chazan, C. Fromson, J. Harrison, S. Graham (BART),
D. Ryan, D. Seamans, C. Tsao (Capital Corridor), M. Tseng

1. Call to Order/Pledge of Allegiance

Chair Heminger called the meeting to order at 3:31 pm and led the Pledge of Allegiance.

2. Roll Call

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

3. Public Comment on Items not on the Agenda - There were none.

4. Meeting Minutes of February 28, 2024

Motion/Second: Gee/Abe-Koga

Ayes: Abe-Koga, Gee, Heminger

Noes: None

5. State and Federal Legislative Update

Casey Fromson, Chief of Staff and Devon Ryan, Government Affairs Officer, provided the presentation that included the following:

- Successful \$1 million award for Community Project Funding for safety improvements at specific crossings along the corridor
- Serious deficits by FY (fiscal year) 2026 and need to ensure the regional measure will help fund any operating deficits
- SB (Senate Bill) 1031 replaces Senator Weiner's previous bill. Authorizes a measure for the nine Bay Area counties or a subset and would generate \$750 million for operators
- It would provide MTC with more authority to control existing resources that currently flow to operators, has provisions around transit demand management (TDM) requiring employers to purchase universal passes or something equivalent, and an assessment and a plan to consolidate all Bay Area transit agencies
- It will be heard next at the Senate Transportation Committee on April 23rd and at the Revenue and Tax Committee on April 24th. Expect amendments from the author to be made available in a week or so

- Requires only two-third vote of the commission to pass
- California State Transportation Agency (CalSTA) needs to develop a plan to consolidate all agencies

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

- Need for clarity on who MTC is accountable to and how changes occur
- Not intended for MTC to control local measures already in place for agencies
- MTC would like to condition existing transit funding sources, such as STA (State Transit Assistance) funds . Funds would then be conditioned on compliance with regional policies such as the Bay pass provisions that could negatively impact Caltrain financially
- CalSTA will develop and implement a plan to create a super agency of all 27 Bay Area transit agencies combined. May involve more taxes and legal issues
- Amendments to occur at next Senate Committee

Director Gee made a motion to bring this item to the full Board for discussion with a recommendation to oppose unless significantly amended and clarified and it was seconded by Director Abe-Koga.

Public comment

Adrian Brandt commented on financial outlook presentation at CAC (Citizens Advisory Committee) meeting, urged working Senator Weiner to amend, and to continually work on equity issues.

James Harrison, General Counsel, clarified that this item was an informational agenda item and staff can provide a sense of the Committee's input to take to the full Board.

6. Link21 Program Update

Dahlia Chazan, Chief of Planning, introduced Sadie Graham, Link21 Program Director, BART (Bay Area Rapid Transit), and Camille Tsao, Link21 Program Lead, Capital Corridor and they provided the presentation that included the following:

- Transit ridership has yet to return to pre-COVID levels. Caltrain, BART, and Capital Corridor forecasting ridership back at pre-COVID levels at or before 2040
- Addresses three key problems: insignificant megaregional connectivity and access, such as insufficient access to frequent, reliable, and time competitive service, congestion in the Transbay corridor, and the need to advance equity to meet the needs of communities
- If new crossing is BART gauge, then only conventional BART trains can operate in that new crossing. Standard gauge crossing would open opportunities for multiple operators to use the new crossing and just have a direct access to a wider megaregional network

- Link21 developing service plan in the future and building upon the work of the adopted Caltrain service vision
- Improving rail service and mega regional connections can really benefit a lot of people throughout the Northern California mega region
- Opportunities through the FRA (Federal Railroad Administration), especially the corridor identification program, which the Capital Corridor is a part of and Caltrain is a part of through High-Speed Rail

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

- Already have two big projects on either end of the Caltrain right-of-way and BART is in the middle of a train control project and would buy about 20 percent or more greater capacity in existing Transbay tube
- Need to evolve a more reasonable position or engaging in capital projects

Public comment

Adrian Brandt commented on pre-pandemic weekday ridership at 39 percent, hovering around 30; he does not see a need for a second BART gauge tunnel so much as the standard gauge tunnel.

The Committee Members continued the discussion and staff provided further clarification in response to the Committee's comments and questions, which included the following:

- Justification and clarification for the project dates
- Stage gate strategy to get to milestones where the project then can look forward to funding or look forward to when to ramp up planning

7. **Committee Member Requests** - There were none.
8. **Date/Time of Next Regular AMP Committee Meeting: Wednesday, April 24, 2024 at 3:30 pm.**
9. **Adjourn** - The meeting adjourned at 4:57 pm

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Board of Directors
Through: Michelle Bouchard, Executive Director
From: Nathaniel Kramer, Chief People and Culture Officer
Subject: **Approve Title VI Analysis for September 2024 JPB Electrification Service Changes**

Finance Committee Recommendation Technology, Operations, Planning, and Safety Committee Recommendation Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

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. Under the Peninsula Corridor Joint Powers Board’s (JPB) Title VI Policies, the September 2024 changes to Caltrain service after completion of the Peninsula Corridor Electrification Project (PCEP) qualify as “Major Service Changes”, thereby requiring a Title VI Service Equity Analysis. The analysis is prepared in conformity with Chapter IV of the Federal Transit Administration’s Circular 4702.1B to assess whether the change will result in disparate impacts on minority populations or disproportionate burdens on low-income populations.

The Title VI Service Equity Analysis evaluates Caltrain’s proposed weekday and weekend service changes before the new schedule is implemented on September 23, 2024. This analysis must be presented to the Board of Directors (Board) for its consideration and included in the Caltrain Title VI Program with a record of Board action.

The Title VI analysis, attached, concludes that the service changes associated with the new Caltrain electrification service schedule does not have a disparate impact on minority populations nor a disproportionate burden on low-income populations.

Staff recommends the Board of the JPB approve the Title VI Service Equity Analysis for the new Caltrain electrification service to begin in September 2024.

Discussion

As part of the Caltrain Modernization Program (CalMod), PCEP converts the Caltrain mainline from diesel-hauled trains to Electric Multiple Unit (EMU) trains, which will improve system performance. The completion of PCEP is accompanied by a brand-new service schedule that provides a significant increase to weekday and weekend service. Weekday express trains from

San Francisco to San Jose are expected to have trip times of under an hour compared to the current 66 minutes, local service will be 75 minutes instead of the current 100 minutes, and trips from southern Santa Clara County to San Francisco will save up to 28 minutes compared to existing travel times.

Staff completed the draft electrification service plans in Fall 2023 and presented them to the public and stakeholders for review before conducting schedule refinements based on this feedback in Winter 2023. Staff held approximately seventeen public meetings and ten community events in Fall and Winter 2023. Caltrain also received more than 1,650 responses from a public survey. This analysis evaluates the most current schedule that considered feedback from the above public outreach.

Under Caltrain's Title VI Policies, a Major Service Change occurs when: (1) there is a 25% reduction or addition of revenue miles per service day, or (2) there is a 50% reduction or addition of station stops per service day. The weekday and weekend service changes qualify as Major Service Changes both in a change in total revenue train miles and increases in station stops.

Caltrain's Title VI Disparate Impact policy establishes a 10% threshold difference for determining when a service change has an adverse impact on minority populations compared to non-minority populations. Similarly, the policy establishes the Disproportionate Burden threshold to determine if a service change has an adverse impact on low-income populations compared to non-low-income populations at 10%.

The analysis presented is consistent with policies adopted by the Board to comply with Title VI of the Civil Rights Act of 1964, and:

- Analyzes the new weekday and weekend electrified service schedule on a systemwide level to determine whether the impacts would result in disparate treatment among minority populations;
- Analyzes the new electrified service schedule on a systemwide level to determine whether the impacts would result in a disproportionate burden among low-income populations;
- Uses Caltrain's Title VI Policies and disparate impact and disproportionate burden thresholds adopted in 2013;
- Summarizes public outreach and engagement on proposed service changes;
- Concludes that the service increases do not result in a disparate impact on minority populations; and

- Concludes that the service increases do not impose a disproportionate burden on low-income populations.

Budget Impact

There is no budget impact associated with the proposed action.

Prepared By:	Wendy Lau	Deputy Director, Office of Civil Rights	650-622-7864
	Michelle Louie	Title VI & Social Equity Administrator	650-622-8038

Resolution No. 2024-

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

* * *

Approve the Title VI Analysis for September 2024 JPB Electrification Service Changes

Whereas, as part of the Caltrain Modernization Program, the Peninsula Corridor Joint Powers Board (JPB or Caltrain) completed the Peninsula Corridor Electrification Project (PCEP) in 2023, which converts the Caltrain mainline from diesel-hauled trains to Electric Multiple Unit trains to allow for the start of revenue service; and

Whereas, the completion of PCEP is accompanied by a brand-new service schedule to be implemented in September 2024 that will provide a significant increase to weekday and weekend service; and

Whereas, weekday express trains from San Francisco to San Jose are expected to have trip times of under an hour compared to the current 66 minutes, local service will be 75 minutes instead of the current 100 minutes, and trips from southern Santa Clara County to San Francisco will save up to 28 minutes compared to existing travel times; and

Whereas, 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; and

Whereas, as a recipient of grant funds from the Federal Transit Administration (FTA), the JPB Board of Directors (Board) adopted a Major Service Change Policy on April 4, 2023, by Resolution No. 2013-21 for the Caltrain system, which sets the thresholds for when a service equity analysis and public engagement process are required for a proposed service change; and

Whereas, on April 4, 2023, by Resolution No. 2013-21, the Board adopted Disparate Impact and Disproportionate Burden Policies to set thresholds for when major service changes are deemed to have disparate or disproportionate effects on minority or low-income populations; and

Whereas, under the JPB Title VI policies, the upcoming changes to Caltrain service after completion of PCEP qualify as “Major Service Changes”, thereby requiring a Title VI Service Equity Analysis; and

Whereas, the equity analysis must be prepared in conformity with Chapter IV of the FTA Circular 4702.1B to assess whether the change will result in disparate impacts on minority populations or disproportionate burdens on low-income populations; and

Whereas, staff has prepared a Title VI Service Equity Analysis that evaluates Caltrain’s proposed weekday and weekend service changes which must be presented to the Board for its consideration and included in the Caltrain Title VI Program with a record of Board action; and

Whereas, the Title VI Service Equity Analysis summarizes all public outreach conducted about the draft service plans, including public comments from the seventeen public meetings, ten community events, and public survey held in Fall and Winter 2023; and

Whereas, the analysis concludes that the service increases associated with the new Caltrain electrification service schedule do not have a disparate impact on minority populations nor a disproportionate burden on low-income populations; and

Whereas, the Executive Director recommends the Board approve the Title VI Service Equity Analysis as required under FTA Circular 4702.1B for the September 2024 JPB Electrification Service Change.

Now, Therefore, Be It Resolved that the Board hereby:

1. Finds pursuant to Title VI of the Civil Rights Act of 1964 that the September 2024 JPB Electrification Service Changes do not have a disparate impact on minority populations, nor a disproportionate burden on low-income populations; and
2. Approves the Title VI Service Equity Analysis attached to this resolution.

Regularly passed and adopted this 6th day of June, 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

PENINSULA CORRIDOR JOINT POWERS BOARD



Title VI Service Equity Analysis
Caltrain Electrification Service Changes
June 2024

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2024 Caltrain Electrification Title VI Service Equity Analysis

EXECUTIVE SUMMARY

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. The Peninsula Corridor Joint Powers Board ("JPB" or "Caltrain") operates the Caltrain commuter rail service serving San Francisco, San Mateo, and Santa Clara counties. Caltrain has committed to the Federal Transit Administration (FTA) Title VI objectives set forth in Circular 4702.1B ensuring that FTA-assisted benefits and related services are made available and are equitably distributed without regard to race, color, or national origin.

As a federal grant recipient, Caltrain is required to maintain and provide to the FTA information on Caltrain's compliance with Title VI regulations. At minimum, Caltrain conducts compliance assessments in the form of a Title VI Program update every three years, or a Title VI equity analysis before a fare structure change or major change in service.

This Title VI Service Equity Analysis, prepared in conformity with Chapter IV of the FTA's Circular 4702.1B, evaluates Caltrain's proposed weekday and weekend service changes to be implemented September 23, 2024, with the completion of the Peninsula Corridor Electrification Project (PCEP). As part of the Caltrain Modernization Program (CalMod), PCEP converts the Caltrain mainline from diesel-hauled trains to Electric Multiple Unit (EMU) trains, which will improve system performance and reduce long-term environmental impacts. PCEP proposed service changes provide a significant overall increase to weekday and weekend service. This qualifies as a Major Service Change under Caltrain's Title VI policies, and Caltrain must determine whether those changes present a disproportionately adverse effect on protected minority and low-income populations.

The following analysis provides a detailed review of the proposed service adjustments and an assessment of any potential impacts on minority and low-income users. It also summarizes all public outreach conducted, including materials provided for Limited English Proficient (LEP) populations and public comments received.

Applying Caltrain's Title VI policies, this analysis demonstrates that the service increases resulting from the changes to Caltrain's new weekday and weekend schedules post-electrification **will not have a disparate impact on minority riders nor impose a disproportionate burden on, or fail to proportionally benefit, low-income riders.**

BACKGROUND

CALTRAIN OVERVIEW

Caltrain provides commuter rail service between Santa Clara, San Mateo, and San Francisco Counties of the Bay Area. The service spans 77.4 miles from San Francisco to Gilroy and includes 31 stations – 29 are used for weekday service, 24 are used for weekend service (including one weekend-only station), and one is a special event service station which serves Stanford Stadium. The service area across the three counties is geographically and ethnically diverse, containing both dense urban cores and suburban landscape with residents from an array of different backgrounds. These factors make the Caltrain service area unique.

Beginning in September 2023 and continuing through the present, Caltrain operates 104 weekday trains and 32 weekend trains. In FY2023, Caltrain carried approximately 5.1 million passengers. **Attachment 1** displays the Caltrain Service Map. **Attachment 2** presents a map of service area demographics where the minority and low-income populations are broken out by tract group using the U.S. Census Bureau's 2020 American Community Survey (ACS) Data. Minority Census tracts are defined as those in which the minority population exceeds the systemwide minority average of 65%. Low-income tract groups are defined under Caltrain's Title VI Program as those in which more than 13% of households have incomes under \$25,000.

PENINSULA CORRIDOR ELECTRIFICATION PROJECT (PCEP)

Caltrain broke ground on the Peninsula Corridor Electrification Project (PCEP) in 2017 as part of the \$2.44 billion Caltrain Modernization Program. CalMod's primary objective is to electrify and upgrade the performance, safety, operating efficiency, capacity, and reliability of Caltrain while improving regional air quality and reducing greenhouse gas emissions.

PCEP is a key component of CalMod, consisting of converting 51 miles of the main Caltrain line between San Francisco and Tamien Station in San Jose from diesel-hauled to EMU trains. The improved performance of the electric trains includes faster acceleration and deceleration and reduced headways that allow Caltrain to provide shorter trip times and more stops within the same amount of time. Additional PCEP scope of work includes the design and construction of an overhead contact system, traction power facilities, modification of the signaling and grade crossing prediction system, and modifications at existing tunnels and Caltrain's maintenance facility. Following the completion of PCEP, Caltrain will continue to provide diesel service to Gilroy. PCEP only includes electrification to a point approximately two miles south of Tamien Station, as Caltrain does not own the southern right-of-way past that point.

CALTRAIN TITLE VI POLICIES

In October 2012, the Federal Transit Administration (FTA) updated its guidance on Title VI of the Civil Rights Act of 1964 through FTA Circular 4702.1B. In accordance with the Circular, to guard against disparate impacts in decision-making and to establish thresholds for use in equity analyses of service and fare changes, FTA requires each federally-assisted public transportation provider's governing board to adopt three policies:

- Major Service Change Policy
- Disparate Impact Policy
- Disproportionate Burden Policy

Caltrain adopted its policies based on several factors, including existing policies in use, consultation with other transit agencies, and analysis of impacts of past service and fare change decisions. Caltrain made its policies available for public review in February 2013 and conducted significant public outreach to solicit input. Following public engagement, Caltrain revised the policy proposals, and the Board of Directors adopted the revised policies at the April 4, 2013 board meeting. The adopted policies follow, and a copy is available in **Attachment 3**.

MAJOR SERVICE CHANGE POLICY

All major increases or decreases in transit service are subject to a Title VI Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis completed for a major service change must be presented to the JPB Board of Directors for its consideration and included in the triennial Caltrain Title VI Program with a record of action taken by the Board.

Caltrain's policy defines a major service change as any service change meeting one or both of the following criteria:

- A reduction or increase of 25 percent or more in total revenue train miles per day for the service day of the week (weekday, Saturday, or Sunday) for which the change is made.
- A greater than 50 percent reduction or increase in the number of stops at a station per day for the service day of the week (weekday, Saturday, or Sunday) for which the change is made. Note: Any temporary or interim change¹ due to construction or maintenance projects is exempted from the definition and is not considered a "major service change."

¹ The FTA applies a 12-month limit to the "temporary" service change exemption in Major Service Change policies.

DISPARATE IMPACT POLICY

The Disparate Impact Policy establishes a threshold for determining whether a given action has a disparate impact on minority populations versus non-minority populations. Per FTA Circular 4702.1B:

Disparate impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin...

The policy shall establish a threshold for determining when adverse effects of [fare/]service changes are borne disproportionately by minority populations. The disparate impact threshold defines statistically significant disparity and may be presented as a statistical percentage of impacts borne by minority populations compared to impacts borne by non-minority populations. The disparate impact threshold must be applied uniformly...and cannot be altered until the next Title VI Program submission.

In the course of performing a Title VI Equity Analysis, Caltrain must analyze how the proposed action (a major service change or fare change) would impact minority populations as compared to non-minority populations.

Caltrain established its Disparate Impact threshold at 10 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

In the event that the proposed action has a negative impact that affects minorities more than non-minorities with a disparity that exceeds the adopted 10 percent threshold, or that benefits non-minorities more than minorities with a disparity that exceeds the adopted threshold, Caltrain must (a) consider modifying the proposal to eliminate the disparate impact, (b) analyze whether the modification eliminated the disparate impact, and (c) demonstrate (1) a substantial legitimate justification for the proposed change and (2) that the proposed change is the least discriminatory alternative.

DISPROPORTIONATE BURDEN POLICY

The Disproportionate Burden Policy establishes a threshold for determining whether a given action has a disproportionate burden on low-income populations versus non-low-income populations. Per FTA Circular 4702.1B:

The policy shall establish a threshold for determining when adverse effects of [fare/]service changes are borne disproportionately by low-income populations. The disproportionate burden threshold defines statistically significant disparity and may be presented as a statistical percentage of impacts borne by low-income populations as compared to impacts borne by non-low-income populations.... The disproportionate burden threshold must be applied uniformly...and cannot be altered until the next [Title VI] program submission.

At the conclusion of the analysis, if the transit provider finds that low-income populations will bear a disproportionate burden of the proposed [fare/]service change, the transit provider should take steps to avoid, minimize or mitigate impacts where practicable. The provider should describe alternatives available to low-income populations affected by the [fare/]service changes.

In the course of performing a Title VI Equity Analysis, Caltrain must analyze how the proposed action (a major service change or fare change) would impact low-income as compared to non-low-income populations.

Caltrain established its Disproportionate Burden threshold at 10 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

In the event the proposed action has a negative impact that affects low-income populations more than non-low income populations with a disparity that exceeds the adopted threshold, or that benefits non-low-income passengers more than low income passengers with a disparity that exceeds the adopted threshold, the JPB must take steps to avoid, mitigate, or minimize negative impacts where practicable.

PUBLIC ENGAGEMENT OF POLICY DEVELOPMENT

FTA Circular C 4702.1B requires transit agencies to seek public input before Board adoption of Disparate Impact and Disproportionate Burden policies. Staff developed draft policies and requested public input through four community meetings throughout the Caltrain Service area, spanning San Francisco, San Mateo, and Santa Clara Counties. Caltrain requested comments be made through mail, telephone, and a dedicated e-mail address (TitleVI@caltrain.com).

The Title VI Policy community meetings were held at the following times and locations:

Tuesday, Feb. 12, 2013 - 6:30 p.m. to 8:00 p.m.

Gilroy Senior Center Meeting Room
7371 Hanna St, Gilroy

Thursday, Feb. 21, 2013 - 10:45 a.m. to 11:30 a.m.

Second Floor Auditorium
Caltrain Administrative Offices
1250 San Carlos Ave, San Carlos

Tuesday, Feb. 26, 2013 - 5:00 p.m. to 6:30 p.m.

Bay Area Opera House
4705 Third St, San Francisco

Wednesday, Feb. 27, 2013 - 6:30 p.m. to 8:00 p.m.

Mountain View City Hall Plaza Conference Room
500 Castro St, Mountain View

Caltrain also reached out to the following community groups and leaders:

San Francisco County

- Asian Pacific American Community Center
- Bayview Hill Neighborhood Association
- Bayview Merchants Association
- Better Bayview
- Brite/4800 Third St Neighbors
- Dogpatch Neighborhood Association
- Hunters Point Shipyard CAC
- India Basin Neighborhood Association
- Potrero Boosters
- Potrero Hill/Dogpatch Merchants Association

- Visitacion Valley Planning Alliance

San Mateo County

- All City Managers
- All Mayors

Santa Clara County

- All City Managers
- All Mayors
- Postings to City Council member Newsletters:
 - Ken Yeager
 - Ash Kalra
- Public Advocates
- Transform
- Urban Habitat

Although there were several outreach methods used, including Caltrain website postings, take-one notices printed in English and Spanish, Visual Message Signs at all stations, community meetings, news releases, advertisements in several newspapers, and social media postings (in accordance with the Caltrain Title VI Outreach Plan), there was very limited feedback from meeting attendees or other community members. Staff revised the proposal for its standards and policies and submitted them for Board approval. They were approved April 4, 2013 (refer to **Attachment 3**).

More information regarding Caltrain's Title VI policies and standards can be found here: <http://www.caltrain.com/riderinfo/TitleVI.html>.

CALTRAIN ELECTRIFICATION SERVICE CHANGES

The completion of Caltrain’s electrification project will be accompanied by a brand-new service schedule for weekdays and weekends starting September 2024. The new service will align with the Caltrain Business Plan's Framework for Equity, Connectivity, Recovery and Growth following the 2020 COVID-19 pandemic. Outcomes of the electrification service changes are more frequent service tailored to station demand, competitive travel times, enhanced off-peak service, coordinated transfers with BART (Bay Area Rapid Transit), and improved simplicity and legibility of timetables.

There are many anticipated benefits to the electrified service plan that will improve service for all riders. Most significantly, trains will arrive at destinations faster and passengers will have shorter wait times. Express trains from San Francisco to San Jose are expected to have trip times of under an hour compared to the current 66 minutes, local service will be 75 minutes instead of the current 100 minutes, and trips from southern Santa Clara County to San Francisco will save up to 28 minutes compared to existing travel times. The following section lays out more detail of how the new travel times compare to existing service. During weekends and off-peak commute times, passengers will have half-hourly service. Additionally, there will be 20% more train service overall and up to 26% more train service at equity-priority stations.

The electrified service planning process began in early 2023 and was built upon recent and ongoing public engagement, policy, and planning efforts. Public engagement efforts included Caltrain’s 2022 Triennial Rider Survey, the 2022-2023 Rider Pulse Surveys and the 2023 South County Survey. Stakeholder engagement included the Caltrain Business Plan, Caltrain’s long-range service vision; interdepartmental coordination; and partner agency and private sector coordination. Lastly, service planning analyses looked at a combination of travel market and equity analyses, historical service planning data, and financial analyses. As ridership grows and financial conditions improve, Caltrain will continue to assess additional service expansion opportunities.

The following draft electrification service plans were completed in Fall 2023 and were presented to the public and stakeholders for review before conducting schedule refinements based on their feedback. The refined version of the service plan was completed in Winter 2023; this Title VI Service Equity Analysis is based on that refined version of the service plan. Following financial analysis for the FY25 budget, electric train testing, and timetable development in the spring and summer, this draft electrified service schedule will launch in September 2024.

Current Caltrain Service – Effective September 2023 – August 2024

Caltrain’s current service has been in place since September 25, 2023. It consists of 104 total trains per day on weekdays and 32 total trains per day on weekends. Local travel time between San Francisco to San Jose during weekday and weekend service ranges between 97 to 102 minutes. During weekdays, there are eight stations with express service, with an Express travel time between San Francisco to San Jose of approximately 66 minutes.

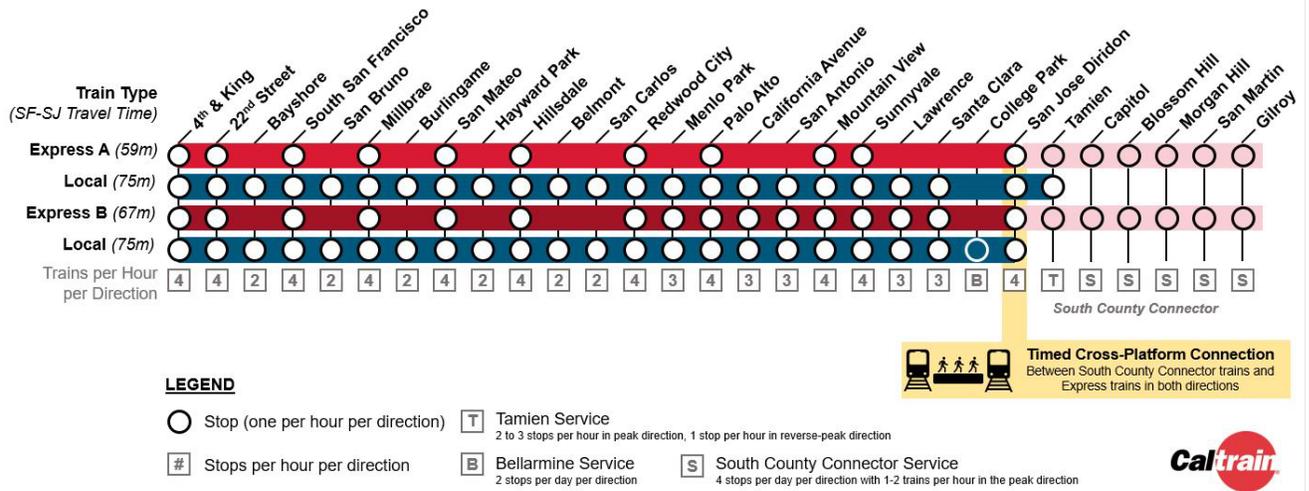
Exhibit 3 presents a table comparison of all weekday changes for diesel service from September 2023 compared to electrified service in September 2024, and **Exhibit 5** presents a table comparison of all weekend changes.

Weekday Service Changes – Effective September 2024

During peak period weekday station service levels, the system will have three train patterns: Express (59 minutes), Limited (67 minutes), and Local (75 minutes). Peak periods vary by station, but generally cover the times between 6:30 a.m. to 9:30 a.m. and 3 p.m. to 7 p.m. The three train patterns apply to service between San Francisco 4th & King and San Jose Tamien stations to provide faster service and more stops with the electric trains. There will be four trains per hour per direction, providing a 20% increase in stops at stations. During peak morning hours between 5 a.m. to 9 a.m. and peak afternoon hours of 3 p.m. to 7 p.m., local service will be supplemented by both express and limited trains. Local trains will run every half hour outside of peak periods.

Caltrain will operate diesel South County Connector trains to serve all stops between Gilroy and San Jose Diridon stations. To connect South County Connector trains and Express trains in both directions, Diridon station will have a 3-minute timed cross-platform connection. Four daily roundtrips will be scheduled based on survey feedback collected in June 2023 from South County residents. The fastest travel time between San Francisco and Gilroy stations is 106 minutes, reducing up to 28 minutes from existing service. **Exhibit 1** below displays a visual of the weekday peak station service levels at all stations.

Exhibit 1. Weekday Peak Period Station Service Levels



During off-peak weekday station service levels, there will only be a Local train pattern. Off-peak periods generally cover the times between 5 to 6:30 a.m., 9:30 a.m. to 3 p.m., and 7 p.m. to 1 a.m. There will be half-hourly off-peak service at all stations north of San Jose Diridon with two trains per hour per direction. The local trains between San Francisco 4th & King and San Jose Diridon stations are fully electrified and will take approximately 75 minutes per trip. **Exhibit 2** below displays a visual of the off-peak weekday station service levels.

Exhibit 2. Weekday Off-Peak Period Station Service Levels

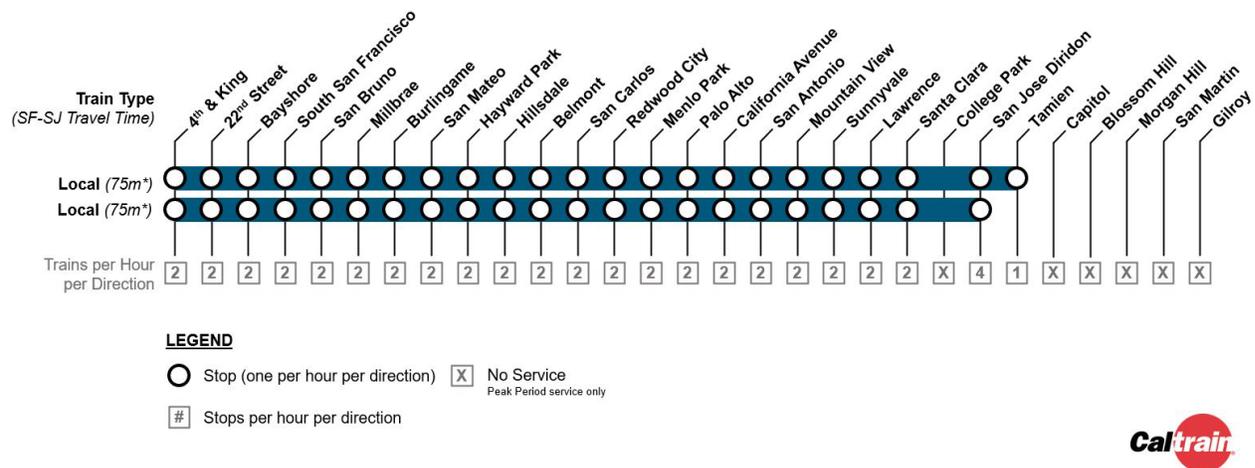


Exhibit 3. Table Comparison of Weekday Service

	September 2023 Diesel Service	September 2024 Electrified Service
Trains per Day	104	104
Approximate Span of Service	5 a.m. – 1 a.m.	5 a.m. – 1 a.m.
Daily Roundtrips to Gilroy	4	4
Local Travel Time (SF-SJ)*	97 – 101 minutes	75 minutes
Express Travel Time (SF-SJ)*	65 or 66 minutes	59 minutes
Stations with Express Service	7	11

*Refers to SF 4th & King to SJ Diridon Station. Travel times subject to change pending further testing of new EMUs.

Summary of Weekend Service Changes – Effective September 2024

On Saturdays and Sundays, the system will only have Local trains providing electrified service from San Francisco to San Jose. Weekend service hours are consistent with existing service, from 7 a.m. to 1 a.m. All stations will receive half-hourly service throughout the day. Travel times are approximately 77 minutes and include weekend-only service at Broadway Station in Burlingame. **Exhibit 4** displays a visual of the weekend station service levels at all stations.

Exhibit 4. Weekday Off-Peak Period Station Service Levels



Exhibit 5. Comparison of Weekend Service

	September 2023 Diesel Service	September 2024 Electrified Service
Trains per Day	32	66
Approximate Span of Service	7 a.m. – 1 a.m.	7 a.m. – 1 a.m.
Local Travel Time (SF-SJ)*	100 – 102 minutes	77 minutes

*Refers to SF 4th & King to SJ Diridon Station. Travel times subject to change pending further testing of new EMUs.

SERVICE EQUITY EVALUATION OF MAJOR SERVICE CHANGES

While the September 2024 weekday service changes do not meet Caltrain’s Major Service Change threshold in total service miles, it qualifies as a Major Service Change in terms of planned increases in station stops. Exhibits 6 and 7 summarize the calculation check of weekday Major Service Changes in terms of daily train revenue service miles and daily station stops. The comparison timeline is between the existing schedule from September 2023 and the upcoming draft electrification schedule in September 2024. A full copy of the Major Service Change check can be found in **Attachment 4**.

In **Exhibit 6**, the difference in revenue mileage between the two schedules only amounts to an increase of 0.18%, which is well below Caltrain’s Major Service Change policy threshold of 25%. **Exhibit 7** shows that three stations meet Caltrain’s Major Service policy of having a greater than 50% increase or decrease at any particular train stop per day: Bayshore (63%), South San Francisco (75%), and Hayward Park (63%).

Exhibit 6. Revenue Miles per Weekday Service Day

WEEKDAY											
REVENUE MILES per Service Day Weekday											
Train Revenue Miles (SF - Diridon)			Train Revenue Miles (SF - Tamien)			Train Revenue Miles (SF - Gilroy)			Train Revenue Miles (Diridon - Gilroy)*		
47.5			49.1			77.4			28.3		
Number of Train per Schedule Change											
September 25, 2023 Schedule (Pre-Electrification)						September 23, 2024 Schedule (Electrified)					
104						104					
Northbound		Southbound				Northbound		Southbound			
SF- Diridon	SF-Tamien	SF-Gilroy	SF- Diridon	SF-Tamien	SF-Gilroy	SF- Diridon	SF-Tamien	SF-Gilroy	SF- Diridon	SF-Tamien	SF-Gilroy
32	16	4	32	16	4	29	19	4	29	19	4
Calculations											
September 25, 2023 Schedule (Pre-Electrification)						September 23, 2024 Schedule (Electrified)					
Revenue Miles						Revenue Miles					
5,230.4						5,240.0					
Difference in Train Revenue Miles						9.6					
Percentage Change (%) in Revenue Miles						0.18%					

Exhibit 7. Weekday Northbound and Southbound Train Stop Summary

Station	September 2023 Weekday	September 2024 Weekday	Difference in Station Stops	% Change in Station Stops
San Francisco	104	104	0	0.0%
22 nd Street	91	104	13	14.3%
Bayshore	46	75	29	63.0%
South San Francisco	60	104	44	73.3%
San Bruno	61	75	14	23.0%
Millbrae	104	104	0	0.0%
Broadway	0	0	0	0.0%
Burlingame	61	75	14	23.0%
San Mateo	78	104	26	33.3%
Hayward Park	46	75	29	63.0%
Hillsdale	89	104	15	16.9%
Belmont	60	75	15	25.0%

San Carlos	61	75	14	23.0%
Redwood City	104	104	0	0.0%
Menlo Park	77	90	13	16.9%
Palo Alto	104	104	0	0.0%
California Avenue	60	90	30	50.0%
San Antonio	60	90	30	50.0%
Mountain View	104	104	0	0.0%
Sunnyvale	92	104	12	13.0%
Lawrence	60	90	30	50.0%
Santa Clara	78	90	12	15.4%
College Park	4	4	0	0.0%
San Jose Diridon	104	104	0	0.0%
Tamien	40	46	6	15.0%
Capitol	8	8	0	0.0%
Blossom Hill	8	8	0	0.0%
Morgan Hill	8	8	0	0.0%
San Martin	8	8	0	0.0%
Gilroy	8	8	0	0.0%

The electrified weekend service qualifies as a Major Service Change both in a change in total revenue train miles and increases in station stops, summarized in the following exhibits. **Exhibit 8** shows the additional trains in the new weekend service and their total revenue service miles. The difference in revenue mileage between the current and electrified weekend schedules amounts to an increase of 105.5%, significantly above Caltrain’s Major Service Change threshold of 25%.

Exhibit 8. Revenue Miles per Weekend Service Day

WEEKEND											
REVENUE MILES per Service Day Weekend (Saturday & Sunday)											
Train Revenue Miles (SF - Diridon)			Train Revenue Miles (SF - Tamien)			Train Revenue Miles (SF - Gilroy)			Train Revenue Miles (Diridon - Gilroy)*		
47.5			49.1			77.4			28.3		
Number of Train per Schedule Change											
September 25, 2023 Schedule (Pre-Electrification)						September 23, 2024 Schedule (Electrified)					
32						66					
Northbound			Southbound			Northbound			Southbound		
SF- Diridon	SF-Tamien	SF-Gilroy	SF- Diridon	SF-Tamien	SF-Gilroy	SF- Diridon	SF-Tamien	SF-Gilroy	SF- Diridon	SF-Tamien	SF-Gilroy
6	10	0	6	10	0	16	17	0	16	17	0
Calculations											
September 25, 2023 Schedule (Pre-Electrification)						September 23, 2024 Schedule (Electrified)					
Revenue Miles						Revenue Miles					
1,552.0						3,189.4					
Difference in Train Revenue Miles						1,637.4					
Percentage Change (%) in Revenue Miles						105.50%					

With the new weekend schedule, all twenty-four weekend stations between San Francisco 4th & King and Tamien will experience more than a 50% increase in number of stops. All stations except for Tamien station will have stops increase by 106.3%, totaling 66 station stops per day – more than double the existing schedule of 32 stops per day. Tamien station will have stops increase by 70%. **Exhibit 9** below provides the percentage changes in stops at each station.

Exhibit 9. Weekend Northbound and Southbound Train Stop Summary

Station	September 2023 Weekend	September 2024 Weekend	Difference in Station Stops	% Change in Station Stops
San Francisco	32	66	34	106.3%
22 nd Street	32	66	34	106.3%
Bayshore	32	66	34	106.3%
South San Francisco	32	66	34	106.3%
San Bruno	32	66	34	106.3%
Millbrae	32	66	34	106.3%
Broadway	32	66	34	106.3%
Burlingame	32	66	34	106.3%
San Mateo	32	66	34	106.3%
Hayward Park	32	66	34	106.3%
Hillsdale	32	66	34	106.3%
Belmont	32	66	34	106.3%
San Carlos	32	66	34	106.3%
Redwood City	32	66	34	106.3%
Menlo Park	32	66	34	106.3%
Palo Alto	32	66	34	106.3%
California Avenue	32	66	34	106.3%
San Antonio	32	66	34	106.3%
Mountain View	32	66	34	106.3%
Sunnyvale	32	66	34	106.3%
Lawrence	32	66	34	106.3%
Santa Clara	32	66	34	106.3%
College Park	0	0	0	0.0%
San Jose Diridon	32	66	34	106.3%
Tamien	20	34	14	70.0%
Capitol	0	0	0	0.0%
Blossom Hill	0	0	0	0.0%
Morgan Hill	0	0	0	0.0%
San Martin	0	0	0	0.0%
Gilroy	0	0	0	0.0%

METHODOLOGY

The methodology developed to analyze the impact of the upcoming weekday and weekend Caltrain electrification service change on minority and low-income populations include the following steps, several of which are discussed in more detail below:

1. Selecting the most recent systemwide onboard customer survey ([Fall 2022 Caltrain Triennial Customer Survey](#)) as the data source for the analysis.
2. Defining the term “minority” to be those who self-identified as any ethnicity other than “White/Caucasian.” This question on the survey was not mandatory, and multiple answers were accepted for this question.
3. Defining the term “low-income” as those with household incomes within 200% of the 2022 Federal Health and Human Services Poverty Guidelines. The increase is used to account for the region’s high cost of living when compared to other regions. The level is approximated by considering both the household size and annual household income combinations that comprise “low-income”.
4. Analyzing data from the Fall 2022 Caltrain Triennial Customer Survey for low-income and minority populations to determine the distribution of potential adverse effects or benefits.
5. Comparing the differences in adverse effects or benefits to the thresholds in Caltrain’s Disparate Impact and Disproportionate Burden Policy. There is no Disparate Impact or Disproportionate Burden if the differences fall within 10%. A negative percentage indicates a benefit to the protected populations.

Step 1: Data Source Selection

In this service change, over half of all stations that will receive electrified service between San Francisco 4th and King and San Jose Diridon stations will experience increased service on weekdays; all weekend stations with electrified service will have increased service.

The analysis is based on exploring whether there is a significant difference between the groups that most benefit from the expanded electrified service on weekdays and weekends, and if so, whether the difference lies beyond the thresholds of Caltrain’s Disparate Impact and Disproportionate Burden Policy. Accordingly, Caltrain has analyzed the responses to the 2022 Triennial Customer Survey which provides a high sample size and the most recent insight into the travel patterns and demographics of current riders.

The usable data set in the 2022 Caltrain Triennial Customer Survey includes those who responded to questions related to Race/Ethnicity (Q25), Income Bracket (Q27), People in Household (Q28), and those who selected the Caltrain stations boarded (Q28) and alighted

(Q9). Out of a total of 2,838 surveys, 2,288 (80.6%) riders responded to the questions required for this analysis.

Steps 2 and 3: Determining Minority and Low-Income Populations

To determine how the proposed service changes would impact minority and low-income populations, Caltrain first calculated the percentage of survey respondents that were minorities. All respondents in the triennial survey that selected a race or ethnicity other than “White/Caucasian” were categorized as “minority”.

The same process was repeated to calculate the percentage of survey respondents that are low-income. The regional definition of low-income is set at 200% of the [2022 Federal Poverty Guidelines](#). Using responses to the annual household income in Question 27 and the number of people in their household in Question 28, each respondent’s income status is calculated and categorized as “low-income” or “non-low-income” according to the regional low-income definition. **Exhibits 10 and 11** provide a summary of those findings.

Exhibit 10: Minority and Non-Minority Data

	2022 Triennial Customer Survey Count	2022 Triennial Customer Survey Percentage
Minority	1,359	59.4%
Non-Minority	929	40.6%
Sample Size	2,288	100%

Exhibit 11: Low-Income and Non-Low-Income Data

	2022 Triennial Customer Survey Count	2022 Triennial Customer Survey Percentage
Low-Income	275	12.0%
Non-Low-Income	2,013	88.0%
Sample Size	2,288	100%

Steps 4 and 5: Analyzing Data from the 2022 Triennial Customer Survey for Minority and Low-Income Populations to Calculate the Distribution of Potential Adverse Effects or Benefits and Determine Disparate Impact or Disproportionate Burden

As required under the FTA’s guidance, this analysis considers how the electrification service changes on weekdays and weekends impact Caltrain riders. Overall, the new schedule provides a service increase for all stations along the electrified corridor between San Francisco 4th and King and Tamien based on the number of station stops.

Based on the definitions from Steps 2 and 3, the analysis estimates the number of riders that

would be impacted positively by the new electrified service schedule, including the difference in percentage of minority versus non-minority, and low-income versus non-low-income riders being impacted. The net changes associated with the service changes are summarized cumulatively in the following Disparate Impact and Disproportionate Burden analyses, with the understanding that they address the equitable distribution of a new *benefit* rather than a *burden*.

According to Caltrain’s Disparate Impact and Disproportionate Burden policies, the threshold of the net difference in impact between the protected and non-protected populations is 10%. A negative percentage indicates a benefit to the protected populations.

DISPARATE IMPACT ANALYSIS

There is no finding of any Disparate Impact associated with the new Caltrain electrification service schedule.

In the analysis of the 2022 Triennial Customer Survey, data reveals that for both weekday and weekend service changes, the difference in impacts between minority and non-minority populations are close to 0%, showing virtually no disparate impact.

Minority riders benefit marginally more than non-minority riders during the weekday schedule, with a percentage difference of -0.03%, indicating no disparate impact. **Exhibits 12 through 14** below show the calculation of minority and non-minority respondents’ answers for weekday schedule pre-electrification in September 2023 and after electrification in September 2024.

Exhibit 12. 2023 Diesel Service – Estimated Minority and Non-Minority Weekday Riders at Impacted Stations

Station	Total Responses	Minority	Non-Minority	Stops per Weekday	Estimated Total	Est. Total Minority	Est. Total Non-Minority
Bayshore	21	14	7	46	966	644	322
South San Francisco	59	32	27	60	3,540	1,920	1,620
Hayward Park	28	12	16	46	1,288	552	736
Total	108	58	50	-	5,794	3,116	2,678

Exhibit 13. 2024 Electrified Service – Estimated Minority and Non-Minority Weekday Riders at Impacted Stations

Station	Total Responses	Minority	Non-Minority	Stops per Weekday	Estimated Total	Est. Total Minority	Est. Total Non-Minority
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Bayshore	21	14	7	75	1,575	1,050	525
South San Francisco	59	32	27	104	6,136	3,328	2,808
Hayward Park	28	12	16	75	2,100	900	1,200
Total	108	58	50	-	9,811	5,278	4,533

Exhibit 14. Disparate Impact Analysis – Weekday Schedule

	2023 Diesel Service	2024 Electrified Service
Estimated Total Minority Survey Respondents Impacted	3,116	5,278
Estimated Total Survey Respondents Impacted	5,794	9,811
Percent of Minority Survey Respondents Impacted	53.78%	53.80%
Total Number of Non-Minority Survey Respondents Impacted	2,678	4,533
Total Number of Non-Minority Survey Respondents	5,794	9,811
Percent of Non-Minority Survey Respondents Impacted	46.22%	46.20%
Difference in Impact of Minority and Non-Minority Respondents	-7.56%	-7.59%
Difference in Impact of 2023 Diesel and 2024 Electrified Change	-0.03%	
Disparate Impact	No	

Significant increases in weekend service in the new schedule are an overall benefit for both minority and non-minority riders. Minority riders are impacted very slightly more from the service increases as compared to non-minority riders at 0.01%, indicating no disparate impact. Exhibits 15 through 17 below show the calculation of minority and non-minority respondents’ answers for the weekend schedule with diesel service in 2023 and electrified service in 2024.

Exhibit 15. 2023 Diesel Service – Estimated Minority and Non-Minority Weekend Riders at Impacted Stations

Station	Total Responses	Minority	Non-Minority	Stops per Weekday	Estimated Total	Est. Total Minority	Est. Total Non-Minority
San Francisco	206	120	86	32	6,592	3,840	2,752
22 nd Street	18	12	6	32	576	384	192
Bayshore	7	6	1	32	224	192	32
South San Francisco	8	6	2	32	256	192	64
San Bruno	4	2	2	32	128	64	64
Millbrae	54	28	26	32	1,728	896	832
Broadway	1	1	0	32	32	32	0
Burlingame	6	4	2	32	192	128	64
San Mateo	21	12	9	32	672	384	288
Hayward Park	5	2	3	32	160	64	96
Hillsdale	9	7	2	32	288	224	64
Belmont	13	8	5	32	416	256	160

San Carlos	13	5	8	32	416	160	256
Redwood City	30	15	15	32	960	480	480
Menlo Park	15	8	7	32	480	256	224
Palo Alto	75	39	36	32	2,400	1,248	1,152
California Avenue	16	10	6	32	512	320	192
San Antonio	15	11	4	32	480	352	128
Mountain View	49	28	21	32	1,568	896	672
Sunnyvale	41	31	10	32	1,312	992	320
Lawrence	13	8	5	32	416	256	160
Santa Clara	20	11	9	32	640	352	288
San Jose Diridon	68	47	21	32	2,176	1,504	672
Tamien	3	2	1	20	60	40	20
Total	710	423	287	-	22,684	13,512	9,172

Exhibit 16. 2024 Electrified Service – Estimated Minority and Non-Minority Weekend Riders at Impacted Stations

Station	Total Responses	Minority	Non-Minority	Stops per Weekday	Estimated Total	Est. Total Minority	Est. Total Non-Minority
San Francisco	206	120	86	66	13,596	7,920	5,676
22 nd Street	18	12	6	66	1,188	792	396
Bayshore	7	6	1	66	462	396	66
South San Francisco	8	6	2	66	528	396	132
San Bruno	4	2	2	66	264	132	132
Millbrae	54	28	26	66	3,564	1,848	1,716
Broadway	1	1	0	66	66	66	0
Burlingame	6	4	2	66	396	264	132
San Mateo	21	12	9	66	1,386	792	594
Hayward Park	5	2	3	66	330	132	198
Hillsdale	9	7	2	66	594	462	132
Belmont	13	8	5	66	858	528	330
San Carlos	13	5	8	66	858	330	528
Redwood City	30	15	15	66	1,980	990	990
Menlo Park	15	8	7	66	990	528	462
Palo Alto	75	39	36	66	4,950	2,574	2,376
California Avenue	16	10	6	66	1,056	660	396
San Antonio	15	11	4	66	990	726	264

Mountain View	49	28	21	66	3,234	1,848	1,386
Sunnyvale	41	31	10	66	2,706	2,046	660
Lawrence	13	8	5	66	858	528	330
Santa Clara	20	11	9	66	1,320	726	594
San Jose Diridon	68	47	21	66	4,488	3,102	1,386
Tamien	3	2	1	34	102	68	34
Total	710	423	287	-	46,764	27,854	18,910

Exhibit 17. Disparate Impact Analysis – Weekend Schedule

	2023 Diesel Service	2024 Electrified Service
Estimated Total Minority Survey Respondents Impacted	13,512	27,854
Estimated Total Survey Respondents Impacted	22,684	46,764
Percent of Minority Survey Respondents Impacted	59.57%	59.56%
Total Number of Non-Minority Survey Respondents Impacted	9,172	18,910
Total Number of Non-Minority Survey Respondents	22,684	46,764
Percent of Non-Minority Survey Respondents Impacted	40.43%	40.44%
Difference in Impact of Minority and Non-Minority Respondents	-19.13%	-19.13%
Difference in Impact of 2023 Diesel and 2024 Electrified Change	0.01%	
Disparate Impact	No	

DISPROPORTIONATE BURDEN ANALYSIS

There is no finding of a Disproportionate Burden associated with the new Caltrain electrification service schedule.

In the analysis of the 2022 Triennial Customer Survey, data reveals that for both weekday and weekend service changes, the difference in impacts between low-income and non-low-income passengers are within half a percent, very far from Caltrain’s Disparate Burden threshold of 10%.

Low-income riders benefit marginally more than non-low-income riders during the weekday schedule, with a percentage difference of -0.19%. **Exhibits 18 and 19** provide the breakdown of survey responses to income for weekday schedule pre-electrification in September 2023 and after electrification in September 2024. **Exhibit 20** shows the associated Disproportionate Benefit analysis.

Exhibit 18. 2023 Diesel Service – Estimated Low-Income and Non-Low-Income Weekday Riders at Impacted Stations

Station	Total Responses	Low-Income	Non-Low-Income	Stops per Weekday	Estimated Total	Est. Total Low-Income	Est. Total Non-Low-Income
Bayshore	21	0	21	46	966	0	966
South San Francisco	59	5	54	60	3,540	300	3,240
Hayward Park	28	1	27	46	1,288	46	1,242
Total	108	6	102	-	5,794	346	5,448

Exhibit 19. 2024 Electrified Service – Estimated Low-Income and Non-Low-Income Weekday Riders at Impacted Stations

Station	Total Responses	Low-Income	Non-Low-Income	Stops per Weekday	Estimated Total	Est. Total Low-Income	Est. Total Non-Low-Income
Bayshore	21	0	21	75	1,575	0	1,575
South San Francisco	59	5	54	104	6,136	520	5,616
Hayward Park	28	1	27	75	2,100	75	2,025
Total	108	6	102	-	9,811	595	9,216

Exhibit 20. Disproportionate Burden Analysis – Weekday Schedule

	2023 Diesel Service	2024 Electrified Service
Estimated Total Low-Income Survey Respondents Impacted	346	595
Estimated Total Survey Respondents Impacted	5,794	9,811
Percent of Low-Income Survey Respondents Impacted	5.97%	6.06%
Total Number of Non-Low-Income Survey respondents Impacted	5,448	9,216
Total Number of Non-Low-Income Survey respondents	5,794	9,811
Percent of Non-Low-Income Survey Respondents Impacted	94.03%	93.94%
Difference in Impact of Low-Income and Non-Low-Income Respondents	88.06%	87.87%
Difference in Impact of 2023 Diesel and 2024 Electrified Change	-0.19%	
Disproportionate Burden	No	

Exhibits 21 through 23 below show the breakdowns of low-income and non-low-income survey responses for weekend riders and calculation of Disproportionate Burden between the current weekend and upcoming weekend service change. Having nearly double the increases in station stops in the new weekend service schedule is an overall benefit for both low-income and non-low-income riders. Low-income riders are impacted very slightly more from the service increases as compared to low-income riders at 0.08%, although there is no disproportionate burden.

Exhibit 21. 2023 Diesel Service – Estimated Low-Income and Non-Low-Income Weekend Riders at Impacted Stations

Station	Total Responses	Low-Income	Non-Low-Income	Stops per Weekend	Estimated Total	Est. Total Low-Income	Est. Total Non-Low-Income
San Francisco	206	21	185	32	6,592	672	5,920
22 nd Street	18	0	18	32	576	0	576
Bayshore	7	2	5	32	224	64	160
South San Francisco	8	2	6	32	256	64	192
San Bruno	4	1	3	32	128	32	96
Millbrae	54	13	41	32	1,728	416	1,312
Broadway	1	0	1	32	32	0	32
Burlingame	6	0	6	32	192	0	192
San Mateo	21	5	16	32	672	160	512
Hayward Park	5	0	5	32	160	0	160
Hillsdale	9	1	8	32	288	32	256
Belmont	13	4	9	32	416	128	288
San Carlos	13	0	13	32	416	0	416
Redwood City	30	6	24	32	960	192	768
Menlo Park	15	0	15	32	480	0	480
Palo Alto	75	13	62	32	2,400	416	1,984
California Avenue	16	0	16	32	512	0	512
San Antonio	15	1	14	32	480	32	448
Mountain View	49	5	44	32	1,568	160	1,408
Sunnyvale	41	4	37	32	1,312	128	1,184
Lawrence	13	2	11	32	416	64	352
Santa Clara	20	2	18	32	640	64	576
San Jose Diridon	68	14	54	32	2,176	448	1,728
Tamien	3	3	0	20	60	60	0
Total	710	99	611	-	22,684	3,132	19,552

Exhibit 22. 2024 Electrified Service – Estimated Low-Income and Non-Low-Income Weekend Riders at Impacted Stations

Station	Total Responses	Low-Income	Non-Low-Income	Stops per Weekend	Estimated Total	Est. Total Low-Income	Est. Total Non-Low-Income
San Francisco	206	21	185	66	13,596	1,386	12,210
22 nd Street	18	0	18	66	1,188	0	1,188

Bayshore	7	2	5	66	462	132	330
South San Francisco	8	2	6	66	528	132	396
San Bruno	4	1	3	66	264	66	198
Millbrae	54	13	41	66	3,564	858	2,706
Broadway	1	0	1	66	66	0	66
Burlingame	6	0	6	66	396	0	396
San Mateo	21	5	16	66	1,386	330	1,056
Hayward Park	5	0	5	66	330	0	330
Hillsdale	9	1	8	66	594	66	528
Belmont	13	4	9	66	858	264	594
San Carlos	13	0	13	66	858	0	858
Redwood City	30	6	24	66	1,980	396	1,584
Menlo Park	15	0	15	66	990	0	990
Palo Alto	75	13	62	66	4,950	858	4,092
California Avenue	16	0	16	66	1,056	0	1,056
San Antonio	15	1	14	66	990	66	924
Mountain View	49	5	44	66	3,234	330	2,904
Sunnyvale	41	4	37	66	2,706	264	2,442
Lawrence	13	2	11	66	858	132	726
Santa Clara	20	2	18	66	1,320	132	1,188
San Jose Diridon	68	14	54	66	4,488	924	3,564
Tamien	3	3	0	34	102	102	0
Total	710	99	611	-	46,764	6,438	40,326

Exhibit 23. Disproportionate Burden Analysis – Weekend Schedule

	2023 Diesel Service	2024 Electrified Service
Estimated Total Low-Income Survey Respondents Impacted	3,132	6,438
Estimated Total Survey Respondents Impacted	22,684	46,764
Percent of Low-Income Survey Respondents Impacted	13.81%	13.77%
Total Number of Non-Low-Income Survey respondents Impacted	19,552	40,326
Total Number of Non-Low-Income Survey respondents	22,684	46,764
Percent of Non-Low-Income Survey Respondents Impacted	86.19%	86.23%
Difference in Impact of Low-Income and Non-Low-Income Respondents	72.39%	72.47%
Difference in Impact of 2023 Diesel and 2024 Electrified Change		0.08%
Disproportionate Burden		No

PUBLIC ENGAGEMENT ON PROPOSED SERVICE CHANGES

PUBLIC ENGAGEMENT PLAN

FTA Circular C 4702.1B requires transit agencies to seek public input before Board approval for Major Service Changes. Caltrain’s public participation process offers early and continuous opportunities for the public, including minorities and people with low incomes, to be involved in the identification of potential impacts of proposed transportation decisions. Efforts to involve minority and low-income populations include both comprehensive measures and those targeted at overcoming language barriers that prevent such populations from effective participation in decision-making, such as translating materials for limited-English proficient individuals.

Caltrain’s public information campaign for the Fall 2024 electrification service schedule began in August 2023 and continued until December’s Board Meeting on December 7, 2023.

The public engagement plan was organized into two formal rounds of outreach. Altogether, both rounds included presentations to community, business, and advisory groups; in-person community and station tabling events; and a general survey.

Round 1: Service Framework and Draft Service Schedule

Round 1 of outreach ran from September 1, 2023 to October 23, 2023 and focused on presenting the service framework and draft ideas of the service change schedule. In total, staff presented at 11 meetings during this round. Outreach included the following topics:

- Service goals
- Market analysis and station service needs
- Operational parameters
- Station stopping pattern recommendation – peak and off-peak periods
- South County service plan
- Engagement plan

Exhibit 24 displays all external stakeholder public meetings held in Round 1 of outreach.

Exhibit 24. Round 1 Outreach – Public Meetings

Group	Date	Time
Caltrain Citizens Advisory Committee (CAC)	Wednesday, September 20, 2023	5:40 p.m.
PCEP Change Management Board	Wednesday, September 20, 2023	1–2 p.m.
Bicycle and Active Transportation Advisory Committee (BATAC)	Thursday, September 21, 2023	5:45 p.m.
JPB Technology, Operations, Planning, and Safety (TOPS)	Wednesday, September 27, 2023	1:30 p.m.
JPB Local Policy Maker Group (LPMG)	Thursday, September 28, 2023	5:30 p.m.

JPB Board	Thursday, October 5, 2023	9:00 a.m.
Friends of Caltrain, Seamless Bay Area	Thursday, October 20, 2023	3–4:00 p.m.
Bay Area Council, Silicon Valley Leadership Group (SVLG)	Monday, October 16, 2023	2–2:30 p.m.
San Mateo County Economic Development Association (SAMCEDA)	Tuesday, October 10, 2023	12 p.m.
San Francisco and Silicon Valley Bicycle Coalitions	Monday, October 30, 2023	10:30 a.m.
Caltrain Accessibility Advisory Committee	Friday, October 13, 2023	9 a.m.

Round 2: Refined Service Schedule

Round 2 of outreach ran from October 24, 2023 to December 24, 2023 and refined the ideas based on public feedback received in Round 1. During the six meetings of this round, staff presented a draft service schedule to all audiences with the goal of adopting the service schedule with the Board at the December meeting. Topics during this outreach period included:

- Stakeholder input from Round 1
- Final service schedules – peak and off-peak periods
- Final schedule performance metrics
- Service schedule for 114 trains per direction
- Next steps of implementation

Exhibit 23 shows all external public meetings held in Round 2 of outreach. A copy of the final meeting presentation used during both rounds of outreach is available in **Attachment 5**.

Exhibit 23. Round 2 Outreach – Public Meetings

Group	Date	Time
Caltrain Citizens Advisory Committee (CAC)	Wednesday, November 15, 2023	5:40 p.m.
City/County Staff Coordination Group (CSCG)	Wednesday, November 15, 2023	-
Bicycle and Active Transportation Advisory Committee (BATAC)	Thursday, November 16, 2023	5:45 p.m.
JPB Local Policy Maker Group (LPMG)	Thursday, November 16, 2023	-
JPB Technology, Operations, Planning, and Safety (TOPS)	Wednesday, November 29, 2023	1:30 p.m.
JPB Board	Thursday, December 7, 2023	9:00 a.m.

A summary of comments from the public meetings of both rounds of outreach is included in the following Public Comment section.

COMMUNITY EVENTS

Expanded public outreach to solicit feedback on the proposed electrified service plan was a goal for this major service change. Along with public meetings during the first round of outreach, Caltrain also held a series of ten community and station events between September and November 2023 where thousands of community members were in attendance. **Exhibit 24** shows a full list of events held in all three counties.

During the community events, Caltrain staff provided more information about the proposed electrified service plan and encouraged the public to provide direct feedback. Staff used a tabling survey and QR code for a digital version of the survey to collect feedback. A copy of the tabling survey is included in **Attachment 6**. In a few special public tour events, attendees could also tour the electric trains. Tabling posters featuring the proposed electrified service changes were printed and displayed in six additional languages, including Spanish, Traditional and Simplified Chinese, Vietnamese, Tagalog, and Russian. A copy of the posters is in **Attachment 7**. In all, there were over 1,500 table visitors across all ten events.

Exhibit 24. Community and Station Events Held in Fall 2023

County	Station / City	Date	Time
San Francisco	4 th and King, San Francisco	Saturday, September 23, 2023	9 a.m. – 2 p.m.
Santa Clara	Santa Clara	Saturday, October 7, 2023	9 a.m. – 3 p.m.
San Mateo	Hillsdale, San Mateo	Tuesday, October 10, 2023	3 – 6 p.m.
San Mateo	South San Francisco	Thursday, October 12, 2023	3 – 6 p.m.
San Mateo	San Mateo	Tuesday, October 17, 2023	3 – 6 p.m.
Santa Clara	Palo Alto	Wednesday, October 18, 2023	3 – 6 p.m.
San Francisco	22 nd Street, San Francisco	Thursday, October 19, 2023	3 – 6 p.m.
Santa Clara	Diridon Station, San Jose	Thursday, October 26, 2023	3 – 6 p.m.
San Mateo	Redwood City	Friday, October 27, 2023	3:30 – 6:45 p.m.
Santa Clara	On Caltrain	Thursday, November 2, 2023	2 afternoon trains

Two press releases for the first public tour event during this outreach period and the unveiling of the electrified service vision were published on September 23 and October 5, respectively. The press releases note that free translations are available by contacting the Caltrain Customer Service Center phone number, which offers foreign language translation service via in-house translators or the Language Line. **Attachment 8** presents a copy of the press releases.

PUBLIC COMMENTS

Caltrain received a tremendous number of comments on the Fall 2024 electrification service change, totaling up to 2,000. Comments included the top criteria that riders prioritize in a schedule and feedback on draft schedules. Caltrain staff developed the electrified service change analyzed in this report after careful review and consideration of all public comments received in Fall 2023.

Overall, Caltrain saw strong support for the proposed weekday stopping patterns, including for both weekday express service patterns. The final electrified service plan remains the same as the proposed weekday service plan. Caltrain also heard consistent calls to increase weekend service, beyond the existing hourly weekend service between San Francisco and San Jose. The final electrified service plan increases weekend service to two trains per hour per direction, with one train every thirty minutes at every station between San Francisco and San Jose.

Due to the high volume of comments and questions received in the public meetings during Rounds 1 and 2 of outreach, the feedback is summarized by meeting into the following topics. **Attachment 9** displays a full matrix of the public comments.

Round 1 Outreach Feedback

Wednesday, September 20, 2023: Citizens Advisory Committee (CAC)

- Service Scheduling
- Operational and Cost Analysis
- Technology and Infrastructure

Thursday, September 21, 2023: Bicycle & Active Transportation Advisory Committee (BATAC)

- Service Extension and Scheduling
- Operational Details and Efficiency

Wednesday, September 27, 2023: JPB Technology, Operations, Planning, and Safety (TOPS)

- Strategic Planning and Demographics
- Service Planning and Data Analysis
- Promotions, Partnerships, and Community Engagement

Thursday, September 28, 2023: Local Policy Maker Group (LPMG)

- Strategic Planning and Benchmarking
- Revenue and Marketing Strategies
- Service Integration and Connectivity

Thursday, October 5, 2023: JPB Board

- Service Coordination and Scheduling

- Service Extension and Duration
- Noise Management
- Competition with Private Vehicles
- Operations

Round 2 Outreach Feedback

Wednesday, November 15, 2023: Citizens Advisory Committee (CAC)

- Operational Changes and Facilities
- Financial and Cost Analysis
- Service Scheduling and Planning
- Transfers and Payment Integration

Thursday, November 16, 2023: Bicycle & Active Transportation Advisory Committee (BATAC)

- Operations Cost
- Train Configuration
- Ridership Data
- Train Mechanics

Thursday, December 7, 2023: JPB Board

- Service Frequency
- Integration with BART
- Train Configuration

Electrified Service Plan Survey

In addition to the public meetings held during Rounds 1 and 2 of outreach, Caltrain conducted a survey with existing riders and the general population between September 23, 2023, to October 30, 2023. Survey responses were collected online and through paper surveys distributed at the community and station events. As of November 2023, the online survey received 1,247 public comments, with overall survey comments totaling more than 1,650.

The survey was offered in ten languages in addition to English, according to Caltrain's Language Access Plan, and include Arabic, Chinese, French, Hindi, Korean, Portuguese, Russian, Spanish, Tagalog, and Vietnamese. Copies of the survey questionnaire are available in **Attachment 10**, and social media outreach about the survey is available in **Attachment 11**.

One of the last questions of the survey, Questions 9, was open-ended. It asked participants to provide what excited them most about electrified service. Based on the responses, there were five primary themes expressed by the public about electrified service:

1. **Increased Speed and Frequency:** About half of respondents replied that they were excited about the prospect of faster and more frequent trains. This

includes desires for shorter trip times, more frequent local and express services, and reduced wait times, particularly during off-peak hours and weekends.

2. **Improved Amenities:** There was significant interest from nearly a quarter of respondents for newer, more modern electric trains that offer a quieter ride with enhanced comfort features like better seating, air filtration, and amenities such as Wi-Fi and electrical outlets at each seat.
3. **Environmental Benefits:** Many comments highlighted the enthusiasm for a more environmentally-friendly transit option, emphasizing cleaner, quieter trains with lower emissions and the use of renewable energy sources.
4. **Better Regional Integration:** Respondents hope for better coordination with regional transit agencies such as Bay Area Rapid Transit (BART), especially at transfer hubs like Millbrae station.
5. **Improved Accessibility:** There were many responses looking forward to improved overall accessibility, especially for those with bicycles, wheelchairs, or strollers.

Altogether, there is a strong sense of anticipation for the benefits that the new electrified service could bring, with particular emphasis on the speed, frequency, environmental impact, and the potential for a more comfortable and reliable commuting experience.

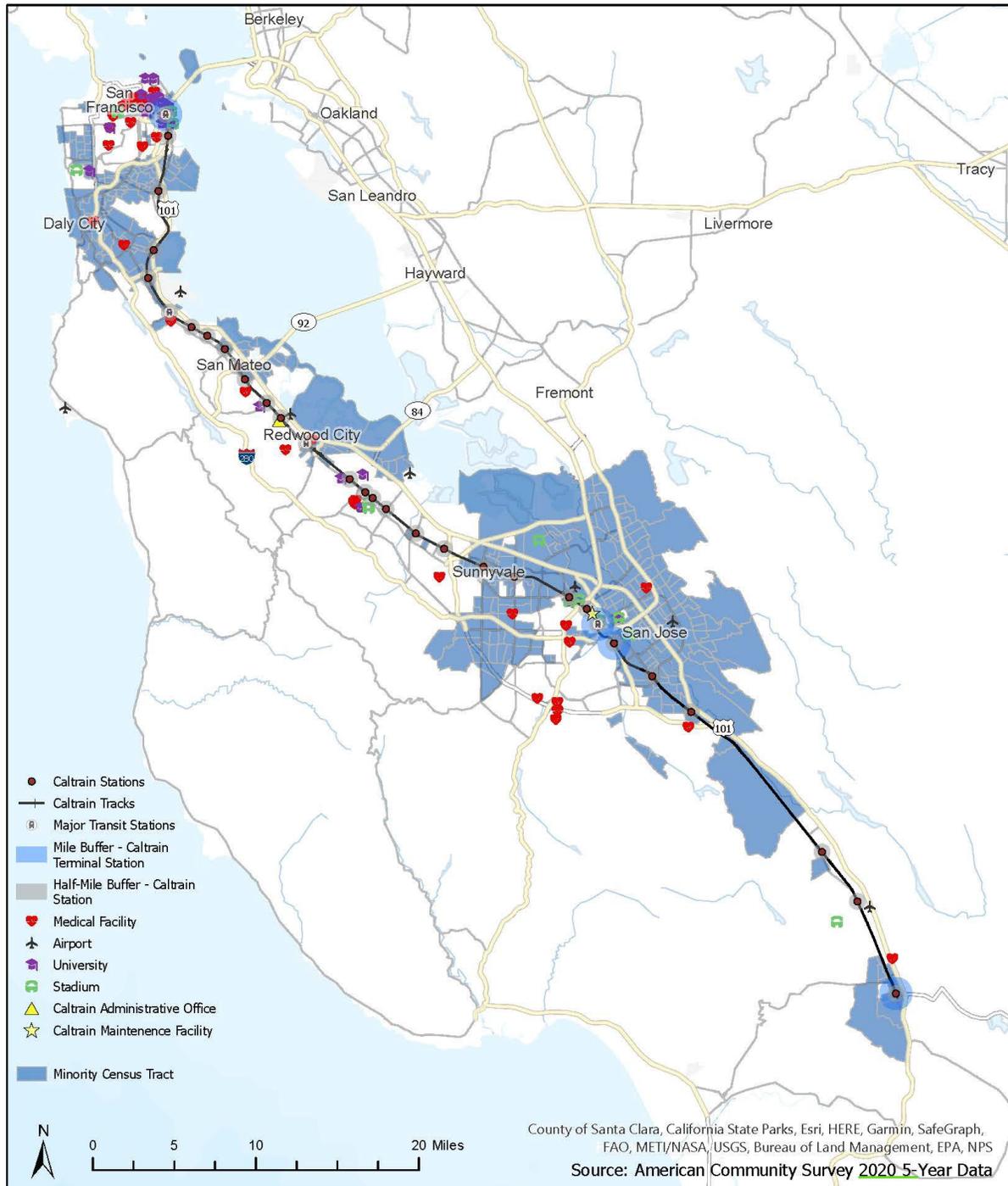
Staff reviewed and considered all public comments received in Fall 2023 in developing the final proposed service change.

ATTACHMENT 1 – CALTRAIN SYSTEM MAP

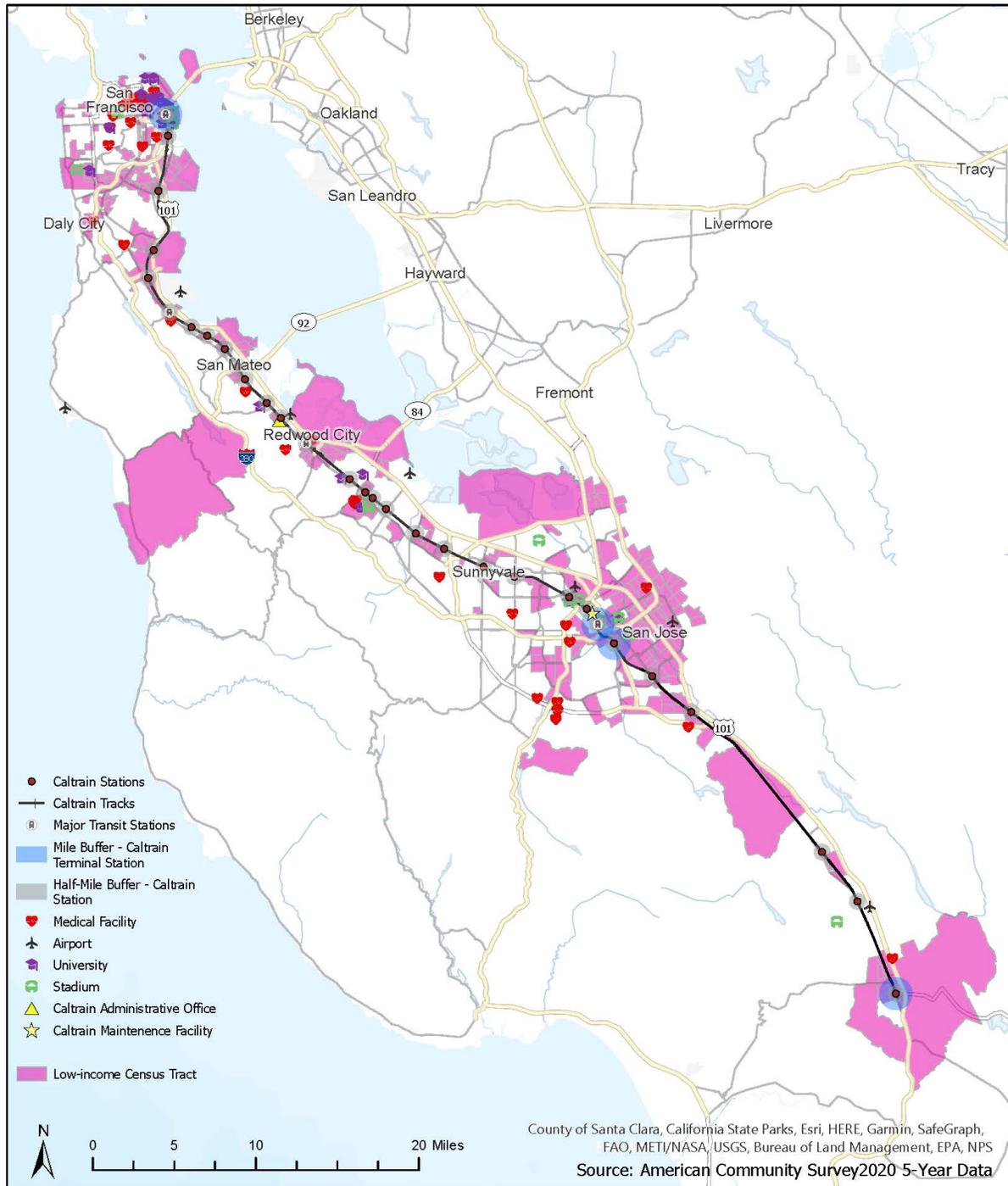


ATTACHMENT 2 – SERVICE AREA DEMOGRAPHICS

Minority Census Tracts



Low Income Census Tracts



**ATTACHMENT 3 – BOARD APPROVAL OF MAJOR SERVICE
CHANGE, DISPARATE IMPACT POLICY, AND DISPRORTIONATE
BURDEN POLICY**

RESOLUTION NO. 2013 – 21

BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA

* * *

ADOPTION OF SYSTEM-WIDE SERVICE STANDARDS AND POLICIES, DEFINITION OF "MAJOR SERVICE CHANGE," AND DISPARATE IMPACT AND DISPROPORTIONATE BURDEN POLICIES REQUIRED FOR COMPLIANCE WITH TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

WHEREAS, Title VI of the Civil Rights Act of 1964 requires recipients of Federal grants and other assistance to operate their programs and services without regard to, or discrimination based on, race, color or national origin; and

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

WHEREAS, as set forth in the above-referenced Circular, the Board of Directors is required to adopt System-Wide Service Standards and Policies to guide the equitable distribution of Caltrain programs and services; and

WHEREAS, the JPB is also required to adopt policies to define when a service change is sufficiently broad or large to necessitate a review of its potential impacts on minority and low-income populations, and to define when a fare change or major service change will have a disparate impact on minority populations or impose a disproportionate burden on low-income populations, all of which policies and definitions are required to be subject to public input; and

WHEREAS, over the past two months, JPB staff has presented draft policies to this Board and the public in Board meetings and other public meetings, undertaken extensive public outreach and accepted public comment on the policies; and

WHEREAS, the Staff Coordinating Council recommends the Board approve the attached System-Wide Service Standards and Policies, definition of "Major Service Change," and Disparate Impact and Disproportionate Burden Policies, which comply with FTA requirements and which will guide future decisions regarding and monitoring of Caltrain programs and services to ensure that they are provided equitably, without discrimination based on race, color or national origin.

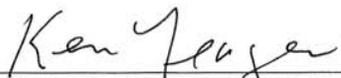
NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby approves the attached System-Wide Service Standards and Policies, definition of "Major Service Change," and Disparate Impact and Disproportionate Burden Policies.

Regularly passed and adopted this 4th day of April, 2013 by the following vote:

AYES: CISNEROS, COHEN, DEAL, KALRA, LLOYD, NOLAN,
 TISSIER, YEAGER

NOES: NONE

ABSENT: WOODWARD



Chair, Peninsula Corridor Joint Powers Board

ATTEST:



JPB Secretary

MAJOR SERVICE CHANGE POLICY

SERVICE CHANGES

All major increases or decreases in transit service are subject to a Title VI Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis completed for a major service change must be presented to the Caltrain Board for its consideration and included in the Caltrain Title VI Program with a record of the action taken by the Board.

Caltrain defines a major service change as any service change meeting at least one or both of the following criteria:

- A. An adjustment of service that equates to a reduction of or addition of 25 percent or more in total revenue train miles per day for the service day of the week (weekday, Saturday or Sunday) for which the change is made.
- B. A greater than 50 percent reduction or increase in the number of stops at a station per day for the service day of the week (weekday, Saturday or Sunday) for which the change is made.

Note: Any change that is a temporary or interim change due to construction or maintenance projects is exempted from the definition and is not considered a “major service change.”

DISPARATE IMPACT POLICY

This policy establishes a threshold for determining whether a given action has a disparate impact on minority populations versus non-minority populations. Per FTA Circular 4702.1B:

Disparate impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin....

The policy shall establish a threshold for determining when adverse effects of [fare/]service changes are borne disproportionately by minority populations. The disparate impact threshold defines statistically significant disparity and may be presented as a statistical percentage of impacts borne by minority populations compared to impacts borne by non-minority populations. The disparate impact threshold must be applied uniformly...and cannot be altered until the next Title VI Program submission.

In the course of performing a Title VI Equity Analysis, Caltrain must analyze how the proposed action would impact minority as compared to non-minority populations. In the event the proposed action has a negative impact that affects minorities more than non-minorities with a disparity that exceeds the adopted Disparate Impact Threshold or that benefits non-minorities more than minorities with a disparity that exceeds the adopted Disparate Impact Threshold, Caltrain must evaluate whether there is an alternative that has a more equitable impact. Otherwise, Caltrain must take measures to mitigate the impact of the proposed action on the affected minority population and demonstrate that a legitimate business purpose cannot otherwise be accomplished and that the proposed change is the least discriminatory alternative.

The Caltrain Disparate Impact Threshold to determine if the adverse impacts of a major service change (as defined in the first part of this document) or a fare adjustment is established at 10 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

DISPROPORTIONATE BURDEN POLICY

This policy establishes a threshold for determining whether a given action has a disproportionate burden on low-income populations versus non-low-income populations. The Disproportionate Burden Policy applies only to low-income populations that are not also minority populations. Per FTA Circular 4702.1B:

The policy shall establish a threshold for determining when adverse effects of [fare/]service changes are borne disproportionately by low-income populations. The disproportionate burden threshold defines statistically significant disparity and may be presented as a statistical percentage of impacts borne by low-income populations as compared to impacts borne by non-low-income populations.... The disproportionate burden threshold must be applied uniformly...and cannot be altered until the next [Title VI] program submission.

At the conclusion of the analysis, if the transit provider finds that low-income populations will bear a disproportionate burden of the proposed [fare/]service change, the transit provider should take steps to avoid, minimize or mitigate impacts where practicable. The provider should describe alternatives available to low-income populations affected by the [fare/]service changes.

The Caltrain Disproportionate Burden Threshold to determine if the adverse impacts of a major service change (as defined in the first part of this document) or a fare adjustment is established at 10 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

Board Meeting Minutes (April 4, 2013)

Joint Powers Board Meeting
Minutes April 4, 2013

and Castro Street in Mountain View. Selection of these sites was coordinated with the California Public Utilities Commission and JPB staff.

Public Comment

Adina Levin, Friends of Caltrain, said the changes in the signal contract involve increasing gate down time at five intersections and re-signaling the traffic lights. She hopes there is outreach to the affected communities.

Jeff Carter, Millbrae, said there will be some increased gate down time and when a train is at a station he hopes the gate will time out and release so traffic is not stopped the entire time the train is at the station.

A motion (Tissier/Nolan) to award a contract to Shimmick Construction for the Signal Preemption Improvement Project was approved unanimously.

AUTHORIZE THE SECOND AMENDMENT OF THE USE, OPERATING AND MAINTENANCE (UOM) AGREEMENT FOR THE MILLBRAE INTERMODAL STATION

Deputy CEO Chuck Harvey said when the Millbrae Intermodal Station was completed, the JPB entered into a cost-sharing agreement with BART to maintain the station. The costs were allocated through a cost model. This amendment codifies the agreement through FY2018 and the costs are being controlled by an agreement so they won't increase beyond the Consumer Price Index inflation.

A motion (Lloyd/Nolan) to authorize the second amendment of the UOM agreement for the Millbrae Intermodal Station was approved unanimously.

ADOPTION OF CALTRAIN TITLE VI STANDARDS AND POLICIES

Director, Rail Michelle Bouchard reported:

- The Federal Transit Administration requires approval and submission of five standards and policies.
 - The Major Service Change Policy is the criteria for determining when service change is significant enough to require a thorough analysis of potential effects on protected populations. Staff is recommending a change of 25 percent or more total train revenue miles and greater than 50 percent change in the number of trains stopping at a station per day.
 - Disparate Impact and Disproportionate Burden Policies determine the threshold when adverse effects of a fare or service changes are borne disproportionately by minority or low-income populations. Staff is recommending a 10 percent threshold
 - Services Standards and Policies are established to monitor performance in quantifiable and qualitative measures/metrics. Service standards include vehicle load, vehicle headway, on-time performance and service availability. Service policies are vehicle assignment and transit amenities.
- Four community meetings were held and comments were accepted through March 29. Meetings were sparsely attended and only one comment was received.

Board Meeting Minutes (April 4, 2013 - Continued)

Joint Powers Board Meeting
Minutes April 4, 2013

Public Comment

Roland LeBrun, San Jose, said staff has to ensure cash customers are not targeted because most cash customers are minorities.

A motion (Lloyd/Tissier) to adopt the Caltrain Title VI Standards and Policies was approved unanimously.

LEGISLATIVE UPDATE

State Update

Executive Officer, Public Affairs Mark Simon said Acting Business Transportation and Housing Secretary Brian Kelly has formed a California Transportation Finance Working Group to explore options for meeting the State's long-term transportation funding needs and priorities. Public transit agencies will be represented on the working group through the California Transit Association. The first meeting is April 9 and one of the first things the group will be discussing is a recent report issued by the American Society of Civil Engineers which gave the State an overall grade of "C" for its infrastructure and cites "a lack of sufficient investment for the operations and maintenance of existing facilities and dedicated funding sources for new improvements to the system. There is a need for \$10 billion per year more to be spent for ongoing maintenance of existing facilities and an investment of \$36.5 billion to raise transportation to a "B" grade."

Federal Update

Mr. Simon said Congress is working to pass a continuing resolution and start work on the FY2014 appropriations process. Last year the Federal investment in the California High Speed Rail Project was a key topic during the appropriations process. Republican Congressmembers Jeff Denham and Kevin McCarthy requested the Government Accountability Office (GAO) review the project's cost, ridership and revenue projections. The GAO report released last week gave the project an overwhelmingly positive review.

Mr. Simon said there was a home value study done by the American Public Transportation Association and the Association of Realtors that showed property within a half-mile of transit sustained its value more effectively during the recession and rebounded more rapidly.

CORRESPONDENCE

No discussion.

BOARD MEMBER REQUESTS

None

GENERAL COUNSEL REPORT

Mr. Miller said staff has contacted the general counsel for the CHSRA to see if their chair indicated Caltrain would respond to Mr. Brown's request. It is clear Proposition 1A is going to be complied with in the final analysis and the agreement that has been entered into codifies the blended system as the plan around which HSR will be designed and constructed and contains a funding plan template. Over time the funding plan will evolve as estimates are prepared and the public can be assured

**ATTACHMENT 4: MAJOR SERVICE CHANGE CHECK– SEPTEMBER 2023 SCHEDULE VS.
SEPTEMBER 2024 ELECTRIFICATION SCHEDULE**

Title VI Weekday Schedule - Analysis

Draft Schedule for September 2024

Major Service Change Policy

A) An adjustment of service that equates to a reduction of or addition of 25 percent or more in total revenue train miles per day for the service of the week (Weekday, Saturday, or Sunday) for which the change is made.

B) A greater than 50 percent reduction or increase in the number of stops at a station per day for the service day of the week (Weekday, Saturday, or Sunday) for which the change is made.

Note: Any change that is a temporary or interim change due to construction or maintenance projects is exempted from the definition and is not considered a "major service change."

WEEKDAY											
REVENUE MILES per Service Day Weekday											
Train Revenue Miles (SF - Diridon)			Train Revenue Miles (SF - Tamien)			Train Revenue Miles (SF - Gilroy)			Train Revenue Miles (Diridon - Gilroy)*		
47.5			49.1			77.4			28.3		
Number of Train per Schedule Change											
September 25, 2023 Schedule (Pre-Electrification)						September 23, 2024 Schedule (Electrified)					
104						104					
Northbound			Southbound			Northbound			Southbound		
SF-Diridon	SF-Tamien	SF-Gilroy	SF-Diridon	SF-Tamien	SF-Gilroy	SF-Diridon	SF-Tamien	SF-Gilroy	SF-Diridon	SF-Tamien	SF-Gilroy
32	16	4	32	16	4	29	19	4	29	19	4
Calculations											
September 25, 2023 Schedule (Pre-Electrification)						September 23, 2024 Schedule (Electrified)					
Revenue Miles						Revenue Miles					
5,230.4						5,240.0					
Difference in Train Revenue Miles						9.6					
Percentage Change (%) in Revenue Miles						0.18%					

WEEKEND											
REVENUE MILES per Service Day Weekend (Saturday & Sunday)											
Train Revenue Miles (SF - Diridon)			Train Revenue Miles (SF - Tamien)			Train Revenue Miles (SF - Gilroy)			Train Revenue Miles (Diridon - Gilroy)*		
47.5			49.1			77.4			28.3		
Number of Train per Schedule Change											
September 25, 2023 Schedule (Pre-Electrification)						September 23, 2024 Schedule (Electrified)					
32						66					
Northbound			Southbound			Northbound			Southbound		
SF-Diridon	SF-Tamien	SF-Gilroy	SF-Diridon	SF-Tamien	SF-Gilroy	SF-Diridon	SF-Tamien	SF-Gilroy	SF-Diridon	SF-Tamien	SF-Gilroy
6	10	0	6	10	0	16	17	0	16	17	0
Calculations											
September 25, 2023 Schedule (Pre-Electrification)						September 23, 2024 Schedule (Electrified)					
Revenue Miles						Revenue Miles					
1,552.0						3,189.4					
Difference in Train Revenue Miles						1,637.4					
Percentage Change (%) in Revenue Miles						105.50%					

STATION STOPS per Service Day Weekday											
Northbound						Southbound					
Stations	9/25/2023	9/23/2024	Stations	9/25/2023	9/23/2024	Stations	9/25/2023	9/23/2024	Difference	% Change	Check
Gilroy	4	4	San Francisco	52	52	San Francisco	104	104	0	0.0%	
San Martin	4	4	22nd Street	45	52	22nd Street	91	104	13	14.3%	
Morgan Hill	4	4	Bayshore	23	38	Bayshore	46	75	29	63.0%	x
Blossom Hill	4	4	South San Francisco	30	52	South San Francisco	60	104	44	73.3%	x
Capitol	4	4	San Bruno	30	38	San Bruno	61	75	14	23.0%	
Tamien	20	23	Millbrae	52	52	Millbrae	104	104	0	0.0%	
San Jose Diridon	52	52	Broadway	0	0	Broadway	0	0	0	0.0%	
College Park	2	2	Burlingame	30	38	Burlingame	61	75	14	23.0%	
Santa Clara	39	45	San Mateo	39	52	San Mateo	78	104	26	33.3%	
Lawrence	30	45	Hayward Park	23	38	Hayward Park	46	75	29	63.0%	x
Sunnyvale	46	52	Hillsdale	45	52	Hillsdale	89	104	15	16.9%	
Mountain View	52	52	Belmont	30	38	Belmont	60	75	15	25.0%	
San Antonio	30	45	San Carlos	30	38	San Carlos	61	75	14	23.0%	
California Avenue	30	45	Redwood City	52	52	Redwood City	104	104	0	0.0%	
Palo Alto	52	52	Menlo Park	39	45	Menlo Park	77	90	13	16.9%	
Menlo Park	38	45	Palo Alto	52	52	Palo Alto	104	104	0	0.0%	
Redwood City	52	52	California Avenue	30	45	California Avenue	60	90	30	50.0%	=
San Carlos	31	37	San Antonio	30	45	San Antonio	60	90	30	50.0%	=
Belmont	30	37	Mountain View	52	52	Mountain View	104	104	0	0.0%	
Hillsdale	44	52	Sunnyvale	46	52	Sunnyvale	92	104	12	13.0%	
Hayward Park	23	37	Lawrence	30	45	Lawrence	60	90	30	50.0%	=
San Mateo	39	52	Santa Clara	39	45	Santa Clara	78	90	12	15.4%	
Burlingame	31	37	College Park	2	2	College Park	4	4	0	0.0%	
Broadway	0	0	San Jose Diridon	52	52	San Jose Diridon	104	104	0	0.0%	
Millbrae	52	52	Tamien	20	23	Tamien	40	46	6	15.0%	
San Bruno	31	37	Capitol	4	4	Capitol	8	8	0	0.0%	
South San Francisco	30	52	Blossom Hill	4	4	Blossom Hill	8	8	0	0.0%	
Bayshore	23	37	Morgan Hill	4	4	Morgan Hill	8	8	0	0.0%	
22nd Street	46	52	San Martin	4	4	San Martin	8	8	0	0.0%	
San Francisco	52	52	Gilroy	4	4	Gilroy	8	8	0	0.0%	

STATION STOPS per Service Day Weekend (Saturday & Sunday)											
Northbound						Southbound					
Stations	9/25/2023	9/23/2024	Stations	9/25/2023	9/23/2024	Stations	9/25/2023	9/23/2024	Difference	% Change	Check
Gilroy	0	0	San Francisco	16	33	San Francisco	32	66	34	106.3%	x
San Martin	0	0	22nd Street	16	33	22nd Street	32	66	34	106.3%	x
Morgan Hill	0	0	Bayshore	16	33	Bayshore	32	66	34	106.3%	x
Blossom Hill	0	0	South San Francisco	16	33	South San Francisco	32	66	34	106.3%	x
Capitol	0	0	San Bruno	16	33	San Bruno	32	66	34	106.3%	x
Tamien	10	17	Millbrae	16	33	Millbrae	32	66	34	106.3%	x
San Jose Diridon	16	33	Broadway	16	33	Broadway	32	66	34	106.3%	x
College Park	0	0	Burlingame	16	33	Burlingame	32	66	34	106.3%	x
Santa Clara	16	33	San Mateo	16	33	San Mateo	32	66	34	106.3%	x
Lawrence	16	33	Hayward Park	16	33	Hayward Park	32	66	34	106.3%	x
Sunnyvale	16	33	Hillsdale	16	33	Hillsdale	32	66	34	106.3%	x
Mountain View	16	33	Belmont	16	33	Belmont	32	66	34	106.3%	x
San Antonio	16	33	San Carlos	16	33	San Carlos	32	66	34	106.3%	x
California Avenue	16	33	Redwood City	16	33	Redwood City	32	66	34	106.3%	x
Palo Alto	16	33	Menlo Park	16	33	Menlo Park	32	66	34	106.3%	x
Menlo Park	16	33	Palo Alto	16	33	Palo Alto	32	66	34	106.3%	x
Redwood City	16	33	California Avenue	16	33	California Avenue	32	66	34	106.3%	x
San Carlos	16	33	San Antonio	16	33	San Antonio	32	66	34	106.3%	x
Belmont	16	33	Mountain View	16	33	Mountain View	32	66	34	106.3%	x
Hillsdale	16	33	Sunnyvale	16	33	Sunnyvale	32	66	34	106.3%	x
Hayward Park	16	33	Lawrence	16	33	Lawrence	32	66	34	106.3%	x
San Mateo	16	33	Santa Clara	16	33	Santa Clara	32	66	34	106.3%	x
Burlingame	16	33	College Park	0	0	College Park	0	0	0	0.0%	
Broadway	16	33	San Jose Diridon	16	33	San Jose Diridon	32	66	34	106.3%	x
Millbrae	16	33	Tamien	10	17	Tamien	20	34	14	70.0%	x
San Bruno	16	33	Capitol	0	0	Capitol	0	0	0	0.0%	
South San Francisco	16	33	Blossom Hill	0	0	Blossom Hill	0	0	0	0.0%	
Bayshore	16	33	Morgan Hill	0	0	Morgan Hill	0	0	0	0.0%	
22nd Street	16	33	San Martin	0	0	San Martin	0	0	0	0.0%	
San Francisco	16	33	Gilroy	0	0	Gilroy	0	0	0	0.0%	

**ATTACHMENT 5: FINAL ELECTRIFICATION SERVICE PLAN
PRESENTATION**

Caltrain Electrification

FINAL SERVICE PLAN FOR FALL 2024

Peninsula Corridor Joint Powers Board

December 7, 2023



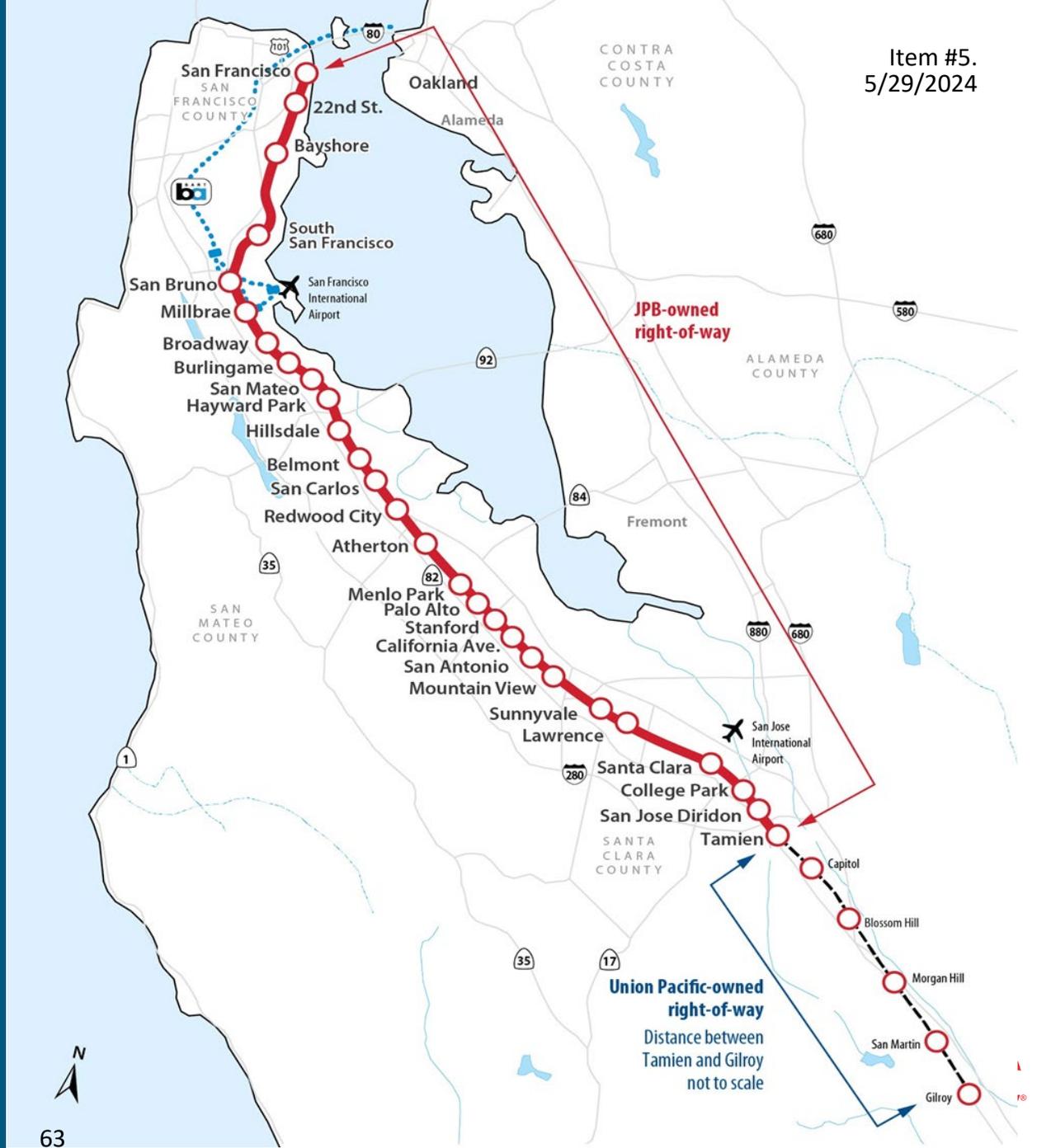
Agenda

Today's Meeting

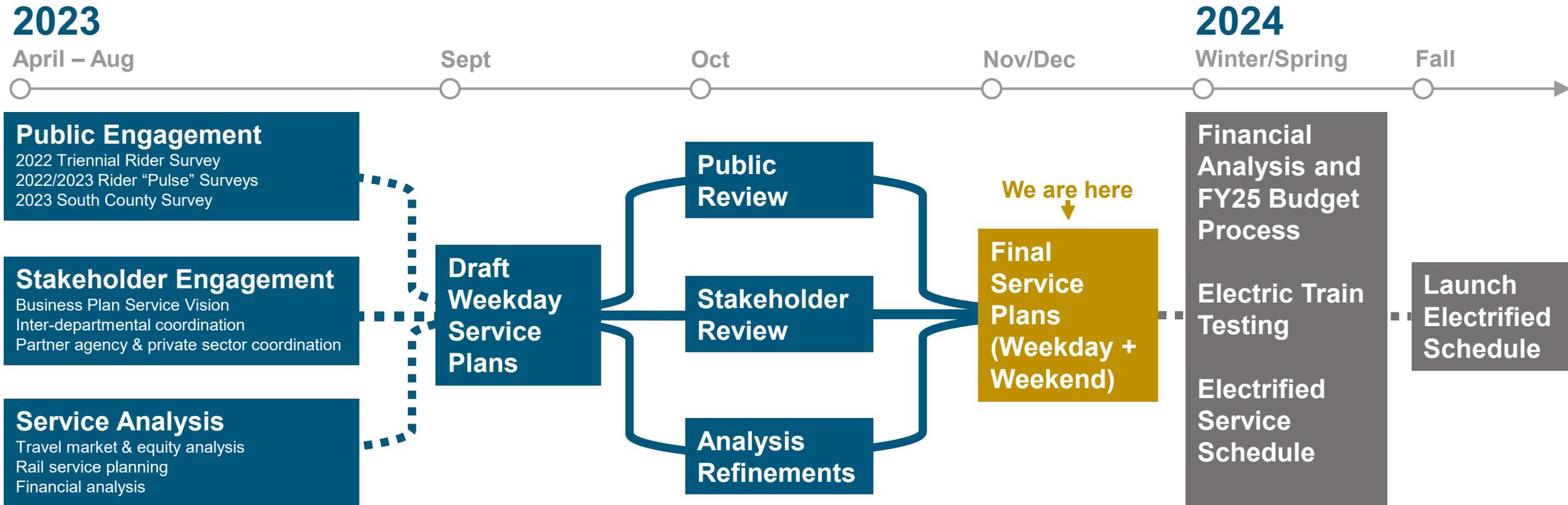
1. **Electrification Update and Service Planning Process**
2. **Findings from Outreach**
3. **Final Electrified Service Plan**
4. **Service Expansion Possibilities**
5. **Next Steps**

About Electrification

- Caltrain has been working diligently with its partners and the local communities to complete the Electrification Project.
- 51 miles from San Francisco to San Jose (Tamien Station) along JPB-owned right-of-way
- Electrification has three components:
 - Overhead contact system
 - Traction power facilities
 - Electric trains (19 trainsets by end of 2024; 23 trainsets by 2027)
- First new electric trains have arrived & testing is underway through next year
- **Caltrain's new electrified service will launch in September 2024 with a completely new schedule!**



Electrified Service Planning Process



Electrified Service: Goals & Outcomes

Vision

**Long-Range
Service Vision**
(Caltrain Business Plan)

Goals

Equity

Connectivity

**Recovery &
Growth**

Outcomes

**More Frequent
Service**

Tailor station frequency to market demand and equity goals

**Competitive
Travel Times**

Offer competitive travel times for major markets compared to autos

**Enhanced Off-
Peak Service**

Build ridership markets outside of typical commute trips

**Coordinated
Transfers**

Coordinate connections with other transit operators

**Simplicity &
Legibility**

Provide a schedule that is easy to understand

What Constraints Remain?



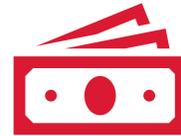
Infrastructure

Caltrain serves a mostly two track corridor with constrained terminal operations, which limits how it can provide service.



Fleet

Caltrain's mixed fleet of diesel and electric trains constrains what kinds of train service can be offered on the entire corridor.



Operating Budget

Consistent with the FY24-25 budget, Caltrain will provide 104 trains per day. With lower ridership and farebox revenue, Caltrain will delay further service expansion until ridership recovers or the fiscal situation improves.



Service Coordination

Timing transfers with all connecting transit agencies poses challenges.

Outreach Activities to Date

Soliciting Feedback on Proposed Electrified Service Plan
September – November 2023

20

Community,
Business and
Advisory Group
Presentations

Including Joint Powers Board;
Local Policy Maker Group;
Caltrain Citizens Advisory
Committee; Transit Partners;
Key Employers; etc.

21

Jurisdictions

1,500+

Table Visitors

10

Community and
Station Events

5,000+

Website
views

9

TASI Unions

1,650+

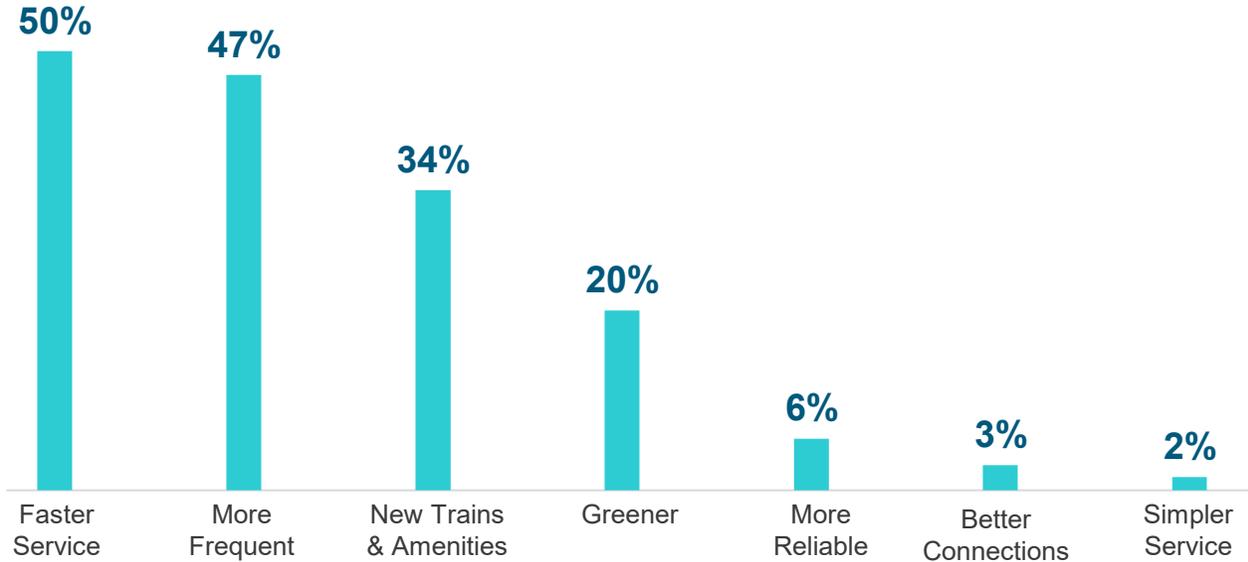
Public Survey
Responses



Customers are most excited about...

- **Faster service**
- **Increased frequencies**
- **New train amenities**

What Most Excites You about Electrified Service?*



More Trains at All Hours

Desire for increased frequency at all hours, on weekdays, and especially on weekends

Green and New

Support for green, sustainable service and new trains

Reliable Service

Optimism for more reliable service after years of construction

Transit Connections

Easy transfers and integration with other transit lines are important for some

Finalizing Electrified Service Plans

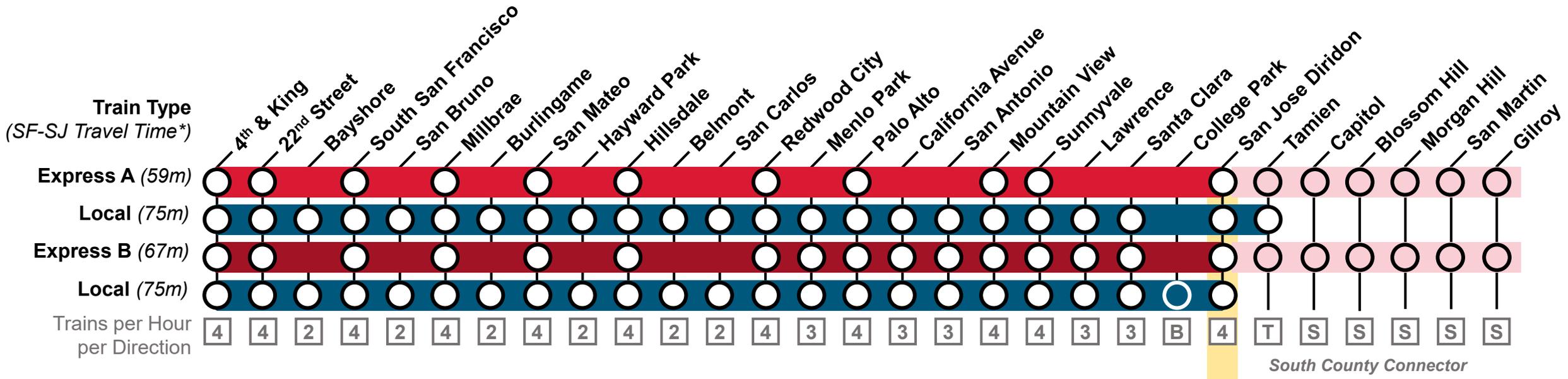
- Caltrain considered fall 2023 feedback, ^{Item #5} ~~9/29/2024~~ planning-level financial analysis, and operational needs.
- Caltrain saw strong support for the proposed weekday stopping patterns, including for both weekday express service patterns.
 - **The final electrified service plan is the same as the proposed weekday service plan (no changes).**
- Caltrain also heard consistent calls to increase weekend service, beyond today's hourly weekend service, between San Francisco and San Jose.
 - **The final electrified service plan increases weekend service to 2 trains per hour per direction – one train every 30 minutes at every station between San Francisco and San Jose.**



Weekday Peak Period Final Station Service Levels

Note: No Change from Proposed Electrified Service Schedule that was shared for public review in fall 2023

Peak periods vary by station, generally covering 6:30AM-9:30AM and 3PM-7PM



Timed Cross-Platform Connection
Between South County Connector trains and Express trains in both directions

Diesel Service (4 Daily Roundtrips)
South County Connector between Gilroy and Diridon

LEGEND

- Stop (one per hour per direction)
- # Stops per hour per direction
- T Tamien Service
2 to 3 stops per hour in peak direction, 1 stop per hour in reverse-peak direction
- B Bellarmine Service
2 stops per day per direction
- S South County Connector Service
4 stops per day per direction with 1-2 trains per hour in the peak direction

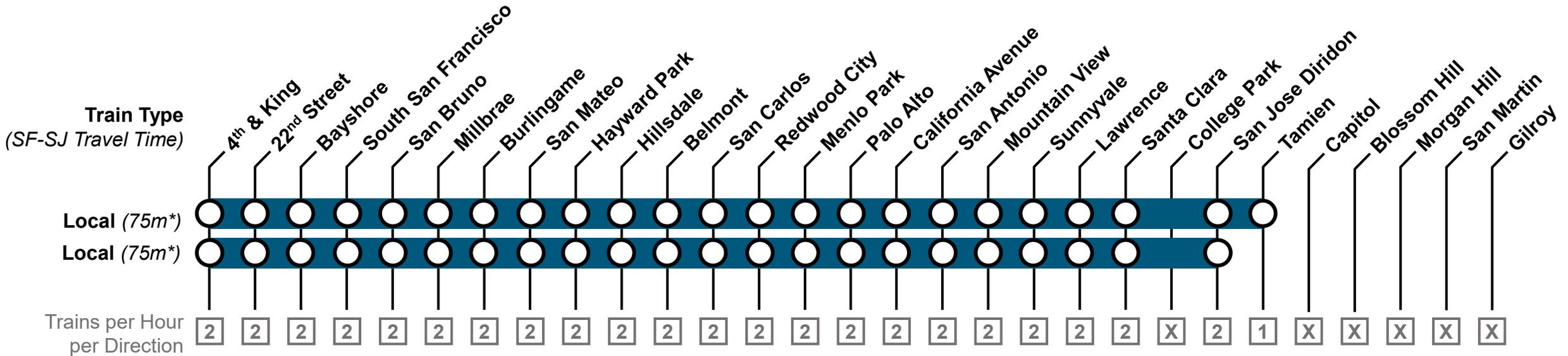
*SF-SJ travel time refers to 4th & King to Diridon Station. Travel times subject to change pending further testing as new electric trains arrive and are prepared for revenue service.



Weekday Off-Peak Final Station Service Levels

Note: No Change from Proposed Electrified Service Schedule that was shared for public review in fall 2023

Off-peak periods vary by station, generally covering 5-6:30AM, 9:30AM-3PM, and 7PM-1AM



LEGEND

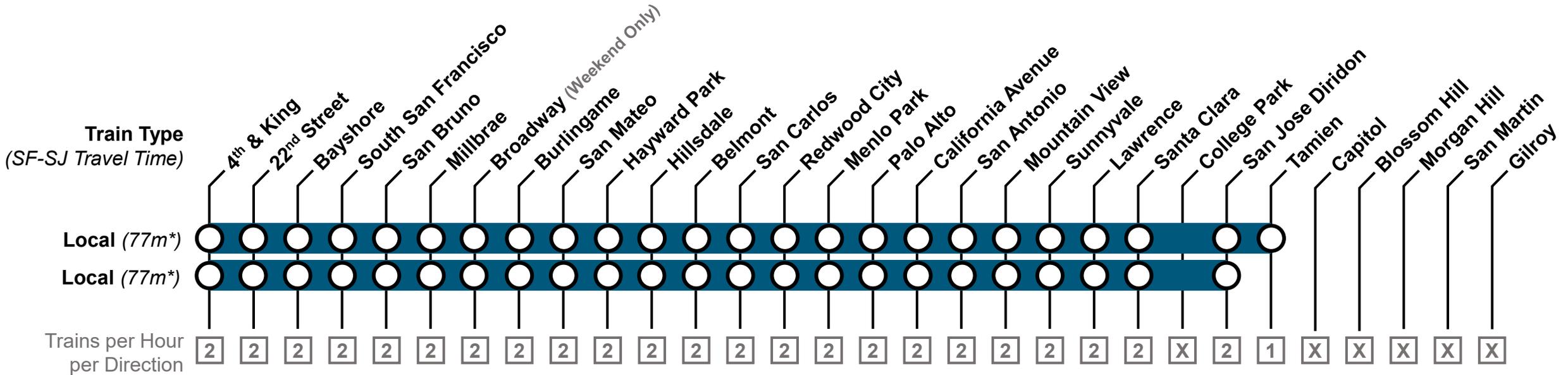
- Stop (one per hour per direction)
- # Stops per hour per direction
- X No Service
Peak Period service only

*Travel times for SF-SJ refers to 4th and King to Diridon Station.
 **Travel times subject to change pending further testing as new electric trains arrive and are prepared for revenue service.



Weekend Final Station Service Levels

Weekend service hours vary by station, generally covering 7AM-1AM



LEGEND

- Stop (one per hour per direction)
- X No Service
Weekday service only
- # Stops per hour per direction

*Travel times for SF-SJ refers to 4th and King to Diridon Station. Weekend travel times approximately 77 minutes due to Broadway Station service; weekday off-peak service is 75 minutes without Broadway service.

**Travel times subject to change pending further testing as new electric trains arrive and are prepared for revenue service.



Electrified Service Plan Benefits

Improved service for all riders



Get There Faster

Express from SF to SJ in under an hour

Quicker local service, 75 minutes instead of 100

Save up to 28 minutes on trips from Southern Santa Clara County to SF



Ride More, Wait Less

20% more train service

26% more train service at equity priority stations

Half-hourly service during weekends and off-peak



First Class for Everyone

Free Wi-Fi

Smoother, quieter experience

Outlets at every seat

Digital trip information onboard

Spacious, accessible bathrooms



Clean and Green

GHG emissions reduced by 250K MTCO2 annually – equivalent to taking 55,000 cars off the road each year

Improves local air quality

Quieter trains, both onboard and off

Financial Forecast

- Caltrain is facing an operating deficit beginning in FY26, exceeding \$500M over the next ten years.
- At 5.1M riders in FY23, Caltrain is at about 28% of pre-COVID levels, but recent trends have been closer to 33%.
- Half-hourly weekend service adds an estimated annual operating cost of \$3M to \$4M.
- Caltrain hopes to offset partially these costs by \$1M to \$2M with increased weekend ridership/revenue, reduced special event service, and optimized crew schedules.
- Actual net costs will not be known until Caltrain is in electrified service



Weekday Service Expansion Possibilities in the Future

Weekday Service Expansion

- Not budgeted for FY25.
- Ridership and financial conditions will need to improve to consider expansion in FY26 and beyond.

Peak Period Service Expansion

- Caltrain granted temporary waiver from the Federal Transit Administration (FTA) to delay further service expansion for three years or until ridership returns.

Ongoing Monitoring

- As ridership grows and financial conditions improve, Caltrain will continue to assess service expansion opportunities.
- Caltrain will return to the Board and the public in the future.



Service Plan Next Steps

2023

Fall/Winter

- Final service plan shared with the public

2024

Winter/Spring

- Detailed financial analysis for FY25 budget
- Electric train testing
- Timetable development
- Title VI analysis and approval

Summer

- Preparation for launch of new timetable

Fall

- Launch of electrified service
- New timetable implemented with final electrified service plan



Appendix

Weekday & Weekend Service Comparisons

Final Weekday Peak Period Service

(San Francisco to San Jose)

Faster service *and* more stops with all-electric trains

- 4 trains per hour per direction
- Alternating express and local trains
- SF-SJ travel times of 59 to 75 minutes*
- 20% increase in stops at stations

Weekday Peak Service Plan



Weekday peak periods approximately
6:30AM-9:30AM and 3PM-7PM
(Consistent with existing condition)

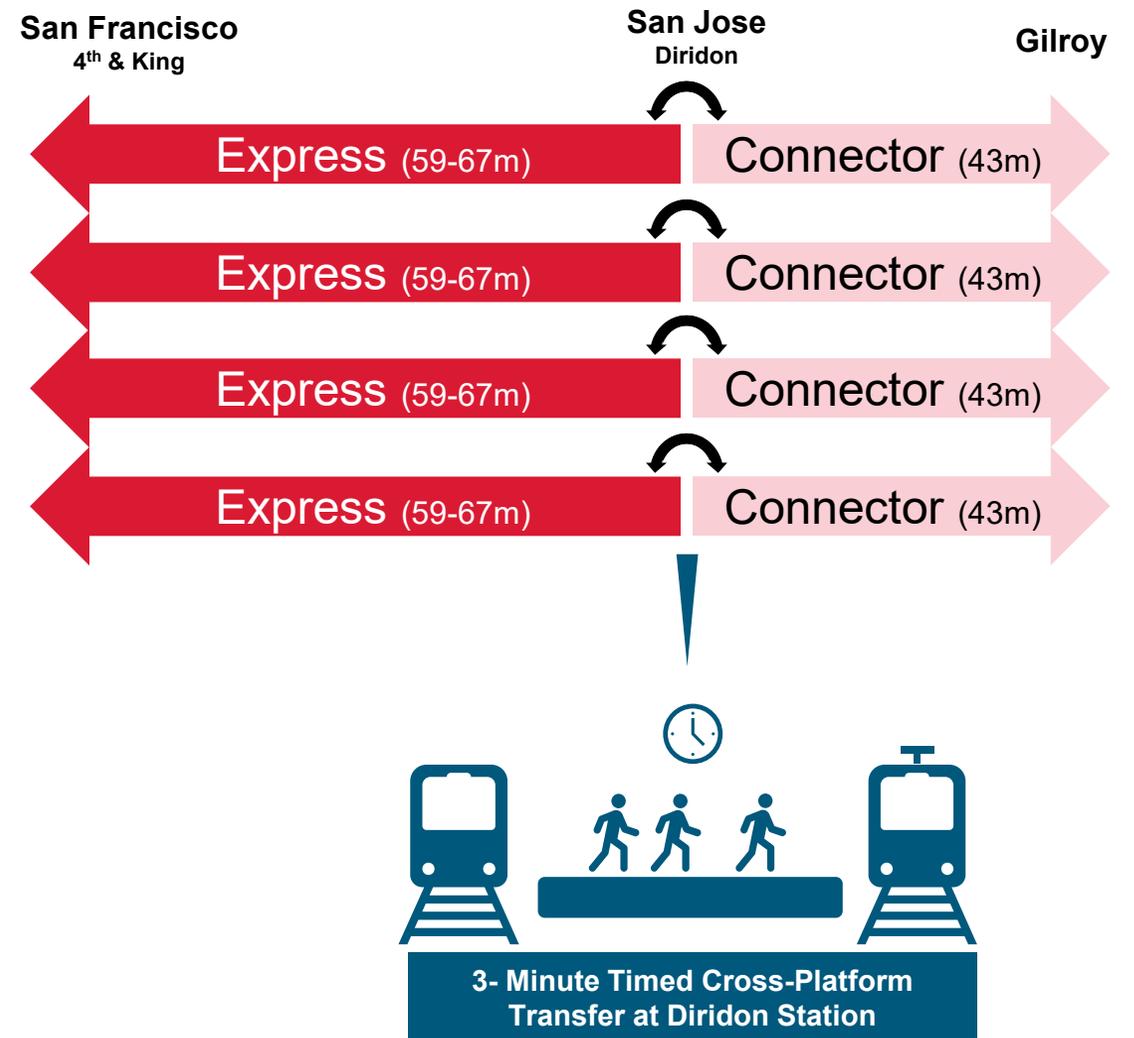
*Travel times subject to change pending further testing as new electric
78 trains arrive and are prepared for revenue service.

Final South County Connector Service Plan

Service Tailored to Community Needs

- 4 daily roundtrips (schedules tailored to survey feedback from South County residents in June 2023)
- Timed cross-platform transfer to Express Trains (3-minute connection) at Diridon Station
- Fastest SF-Gilroy travel time of 106 minutes, a reduction of up to 28 minutes compared to existing service
- Maximizes flexibility within constraints imposed by agreement with Union Pacific

4 Daily Roundtrips with Timed Cross-Platform Connection



Final Weekend Service Plan

San Francisco to San Jose

Half-Hourly Service at All Stations between San Francisco and San Jose

- All stations receive half-hourly local service throughout the day
- SF-SJ travel times of 77 minutes (including weekend-only service at Broadway)
- Fully electrified service – all electric trains

Weekend Service Plan



Weekend service hours approximately 7AM-1AM
(Consistent with existing service)

*Travel times subject to change pending further testing as new electric trains arrive and are prepared for revenue service.

Final Weekday Off-Peak

(San Francisco to San Jose)

Half-Hourly Off-Peak Service at All Stations

- All stations receive half-hourly local service throughout the day
- SF-SJ travel times of 75 minutes
- Fully electrified service – all electric trains

Weekday Off Peak Service Plan



Weekday off-peak periods approximately
5AM-6:30AM, 9:30AM-3PM, and 7PM-1AM
(Consistent with existing service)

*Travel times subject to change pending further testing as new electric trains arrive and are prepared for revenue service.

Weekday Comparison

Diesel Service in Fall 2023 compared to Electrified Service in Fall 2024

Between San Francisco and San Jose, electrified weekday service will provide:

- ~25 minutes of savings for Local service (compared to today's service)
- ~7 minutes of savings for Express A service, even with 3 extra station stops (compared to today's service)

Topic	Fall 2023 Service	Fall 2024 Electrified Service
Trains per Day	104	104
Approximate Span of Service	5am-1am	5am-1am
Daily Roundtrips to Gilroy	4	4
Local Travel Time (SF-SJ)	97-101 mins	75 mins
Express Travel Time (SF-SJ)	65 or 66 mins	59 mins
Stations with Express Service	8	11
Number of Service Patterns	5	3

*Travel times subject to change pending further testing as new electric trains arrive and are prepared for revenue service.



Weekend Comparison

Diesel Service in Fall 2023 compared to Electrified Service in Fall 2024

Between San Francisco and San Jose, electrified weekend service will provide:

- Over double the number of weekend trains (compared to today's service), with half hourly service at all stations between San Francisco and San Jose
- ~25 minutes of savings for Local service (compared to today's service)

Topic	Fall 2023 Service	Fall 2024 Electrified Service
Trains per Day	32	66
Approximate Span of Service	7am-1am	7am-1am
Local Travel Time (SF-SJ)	100-102 mins	77 mins

*Travel times subject to change pending further testing as new electric trains arrive and are prepared for revenue service.



ATTACHMENT 6: FALL 2023 TABLING SURVEY

CALTRAIN ELECTRIFICATION SERVICE PLANNING
FALL 2023 SURVEY

CALTRAIN ELECTRIFIED SERVICE SCHEDULE CURRENT & INTERESTED RIDER SURVEY

Electrified Caltrain service is scheduled to start in Fall 2024! Please answer the following questions based on your anticipated travel needs a year from now.

Q1: What station do you anticipate your journey will typically start at?

Q2: What station do you anticipate that you will get off at?

Q3: In what time window would you like to arrive at your destination station (e.g., 8-9am)?

Q4: Do you anticipate that you will typically use Caltrain to make a round-trip or one-way journey?

- Round-trip
- One-way

Q4b: If you answered one-way, what travel option will you typically use in the other direction?

Q4c: If you answered round-trip, in what time window would you typically like to return to your starting station?

Q5: How would you typically get to Caltrain from your home? (circle the option that you use the most often)

- a. Walk b. Bicycle c. Transit (bus, train) d. Drive e. other: _____

Q6: How would you typically get to your destination from Caltrain? (circle the option that you use the most often)

- a. Walk b. Bicycle c. Transit (bus, train) d. Drive e. other: _____

Q7: What about electrified service is most exciting to you?

Please use the backside of this paper to share any other feedback with Caltrain.

If you need extra time to finish this survey, you can email it to calmod@caltrain.com.



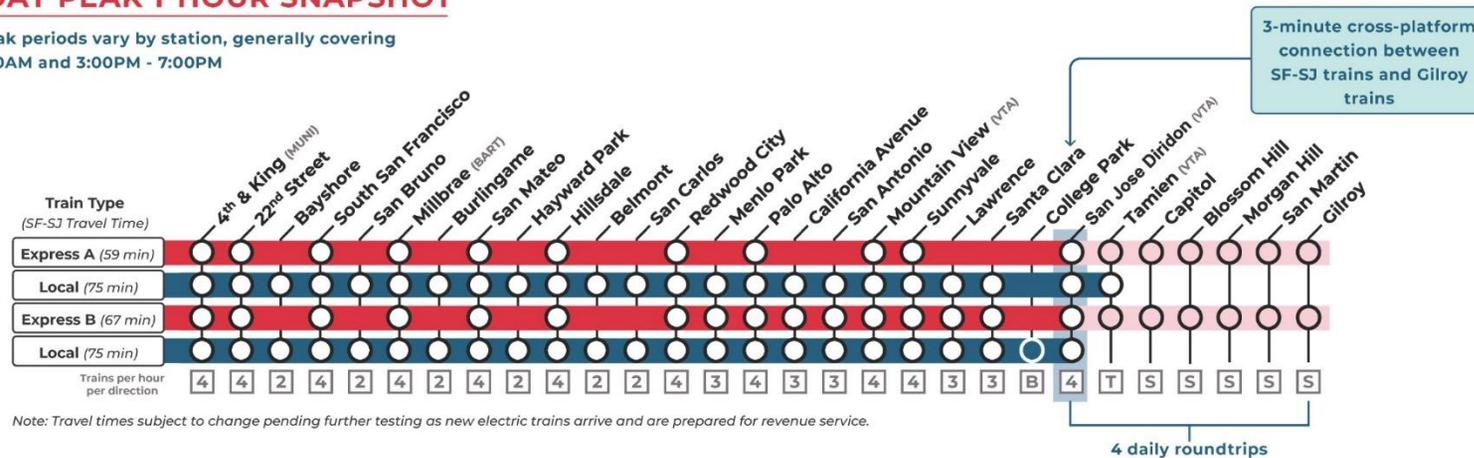
ATTACHMENT 7: FALL 2023 COMMUNITY EVENT TABLING POSTERS

FIND YOUR STATION

PROPOSED SERVICE CHANGES WITH FALL 2024 ELECTRIFICATION

WEEKDAY PEAK 1-HOUR SNAPSHOT

Weekday peak periods vary by station, generally covering 6:30AM - 9:30AM and 3:00PM - 7:00PM



LEGEND

○ Stop (one per hour per direction)

Stops per hour per direction

B Bellarmine Service
2 stops per day per direction

T Tamien Service
2 to 3 stops per hour in peak direction, 1 stop per hour in reverse-peak direction

S South County Connector Service
4 stops per day per direction with 1-2 trains per hour in the peak direction

KEY BENEFITS

FASTER TRIPS



20% INCREASE IN STOPS WITH SAME NUMBER OF TRAINS

MORE CONSISTENT



ALTERNATING EXPRESS AND LOCAL TRAINS BETWEEN 4TH & KING AND SJ DIRIDON

MORE FREQUENT SERVICE



TRAINS EVERY 30 MINS IN EARLY MORNING, MIDDAY, AND EVENING





SERVICE BENEFITS



Faster Trips



More Frequent Service



Improved Connections



Fully Electrified North of San Jose

CHANGES IN THE PROPOSED FALL 2024 SERVICE

HOW IT WORKS TODAY

ELECTRIFIED SERVICE

Travel Times (San Francisco to San Jose)	
Express in ~65 minutes Local in ~110 minutes	Express in ~60 minutes Local in ~75 minutes
Longest Wait Time Between Trains	
60 minutes	30 minutes on weekdays*
Stations with Trains Every 15 Minutes in the Peak Periods	
6 stations	11 stations
Southern Santa Clara County	
4 daily roundtrips on diesel trains Gilroy to SF	Transfer at Diridon gives all passengers an opportunity to ride electric trains and saves Gilroy passengers up to 28 minutes. 4 daily roundtrips.

*Weekend service plan is still being studied

Note: Travel times subject to change pending further testing as new electric trains arrive and are prepared for revenue service.

找到您的车站 2024年秋季列车电气化建议服务变更

平日尖峰时刻一小时列车停靠情况

平日尖峰时间各车站不同，通常在上午6:30到9:30之间以及下午3:00到晚上7:00之间



注：随着新电车抵达并准备展开运营，行驶时间可能依进一步测试改变。

图例

- 停靠 (每小时每个方向一次)
- # 每小时每个方向停靠数
- B Bellarmine 服务 每天每个方向停靠2次
- T Tamien 服务 尖峰方向每小时停靠2至3次，反尖峰方向每小时停靠1次。
- S 南县连接服务 每天每个方向停靠4次，尖峰方向每小时1至2台列车。

主要益处

旅程时间更快

列车数量相同，停靠数增加20%

一致性更高

在4街和KING以及SJ DIRIDON之间，快车和本地列车交替提供行驶服务

更频繁的服务

清晨、中午和傍晚每30分钟一班车





更快、更频繁、更永续

服务益处



旅程时间更快



服务更频繁



连接性改善



圣荷西以北
全面电气化

2024年秋季服务建议变更

目前运行情况

电气化服务

行驶时间 (旧金山到圣荷西)

快车约为65分钟

本地车约为110分钟

快车约为60分钟

本地车约为75分钟

列车之间最长等候时间

60分钟

平日30分钟*

尖峰期间车站内每15分钟有列车进站

6个车站

11个车站

南Santa Clara县

每天4趟Gilroy与旧金山之间柴油列车往返服务

在Diridon转车的乘客都有机会搭乘电车，
Gilroy的乘客最多可节省28分钟。每日往返4趟。

*周末服务方案仍在研究中。

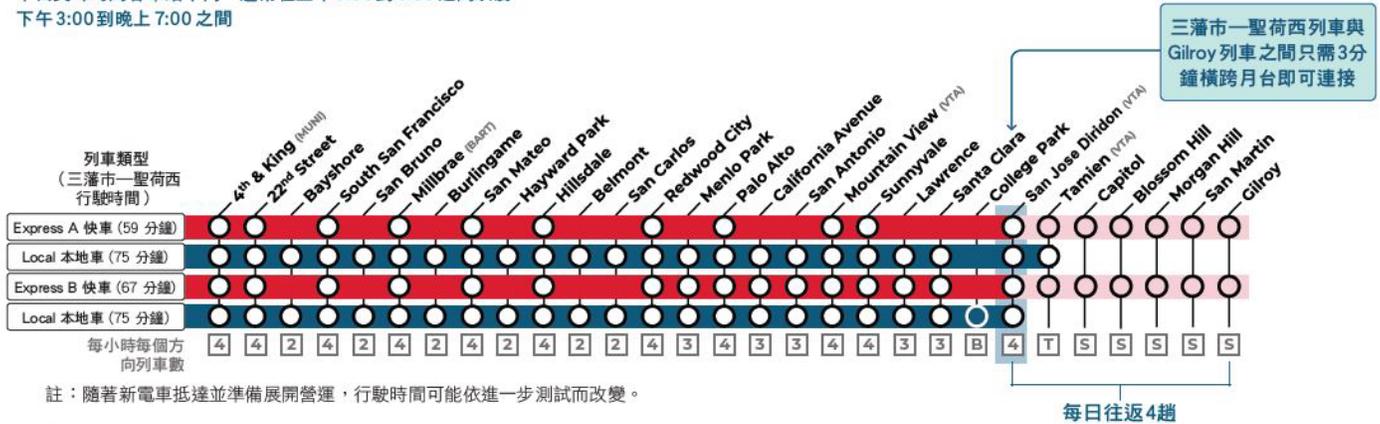
注：随着新电车抵达并准备展开运营，行驶时间可能依进一步测试改变。

找到您的車站

2024年秋季列車電氣化建議服務變更

平日尖峰時刻一小時列車停靠情況

平日尖峰時間各車站不同，通常在上午 6:30 到 9:30 之間以及下午 3:00 到晚上 7:00 之間



圖例

- 停靠 (每小時每個方向一次)
- # 每小時每個方向停靠數
- B Bellamine 服務 每天每個方向停靠 2 次
- T Tamien 服務 尖峰方向每小時停靠 2 至 3 次，反尖峰方向每小時停靠 1 次。
- S 南縣連接服務 每天每個方向停靠 4 次，尖峰方向每小時 1 至 2 台列車。

主要益處

旅程時間更快

列車數量相同，停靠數增加 20%

一致性更高

在 4 街和 KING 以及 SJ DIRIDON 之間，快車和本地列車交替提供行駛服務

更頻繁的服務

清晨、中午和傍晚每 30 分鐘一班車





服務益處



旅程時間更快



服務更頻繁



連接性改善



聖荷西以北
全面電氣化

2024年秋季服務建議變更

目前運行情況

電氣化服務

行駛時間（三藩市到聖荷西）

快車約為65分鐘

本地車約為110分鐘

快車約為60分鐘

本地車約為75分鐘

列車之間最長等候時間

60分鐘

平日 30分鐘*

尖峰期間車站內每15分鐘有列車進站

6個車站

11個車站

南Santa Clara縣

每天4趟Gilroy與三藩市之間柴油列車往返服務

在Diridon轉車的乘客都有機會搭乘電車，Gilroy的乘客最多可節省28分鐘。每日往返4趟。

*週末服務方案仍在研究中。

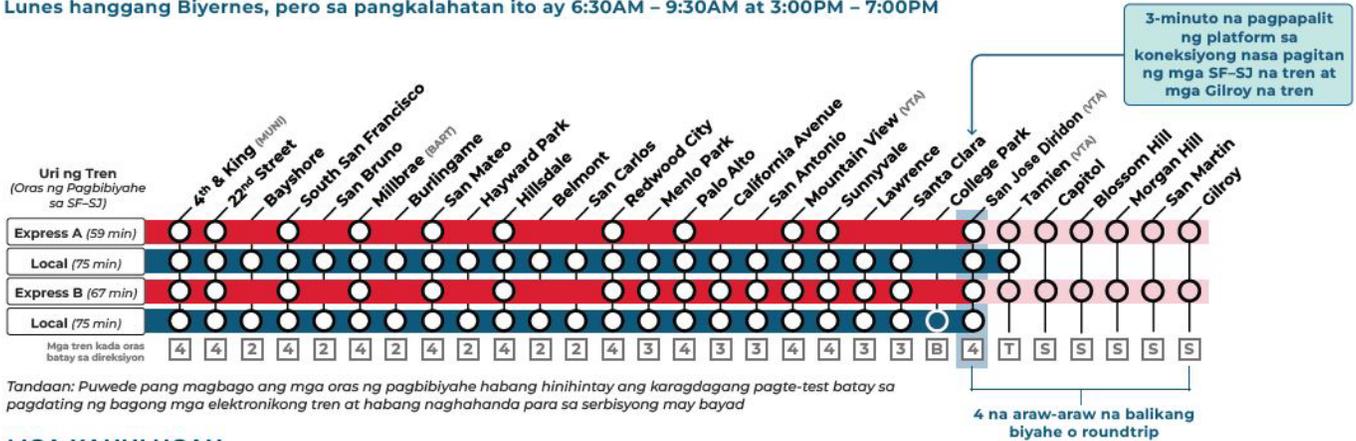
註：隨著新電車抵達並準備展開營運，行駛時間可能依進一步測試而改變。

HANAPIN ANG INYONG ESTASYON

MGA MUNGKAHING PAGBABAGO SA SERBISYO DAHIL SA PAGGAMIT NG MGA TREN NA DE-KORYENTE SA TAGLAGAS 2024

MABILISANG PAGTANAW SA 1 ORAS KUNG SAAN PINAKAMARAMI ANG GUMAGAMIT MULA LUNES HANGGANG BIYERNES

Nag-iiba-iba batay sa estasyon ang mga oras kung kailan pinakamarami ang gumagamit mula Lunes hanggang Biyernes, pero sa pangkalahatan ito ay 6:30AM – 9:30AM at 3:00PM – 7:00PM



Tandaan: Puwede pang magbago ang mga oras ng pagbibiyaha habang hinihintay ang karagdagang pagte-test batay sa pagdating ng bagong mga elektronikong tren at habang naghahanda para sa serbisyong may bayad

MGA KAHULUGAN

- O** Pagtigil o stop (isa kada oras kada direksiyon)
- #** Mga pagtigil o stop kada oras kada direksiyon
- B** Serbisyong Bellarmine
2 pagtigil o stop kada araw kada direksiyon
- T** Serbisyong Tamien
2 hanggang 3 pagtigil o stop kada oras sa direksiyon kung saan pinakamarami ang gumagamit, 1 pagtigil o stop sa kabilang direksiyon kung saan pinakamarami ang gumagamit
- S** Serbisyong South County Connector
4 pagtigil o stop kada araw kada direksiyon nang may 1-2 tren kada oras sa direksiyon pinakamarami ang gumagamit

MAHAHALAGANG PAKINABANG

MAS MABILIS NA BIYAHE

20% PAGDAMI SA MGA TINITIGILAN O STOPS NANG PAREHO ANG BILANG NG MGA TREN

MAS HINDI NAGBABAGO-BAGO

SALITAN-SALITAN ANG EXPRESS AT LOKAL NA TREN SA PAGITAN NG 4TH AT KING AT SJ DIRIDON

MAS MADALAS NA SERBISYO

MAY TREN KADA 30 MINUTO SA MADALING ARAW, SA GITNA NG ARAW AT SA GABI





MGA PAKINABANG SA SERBISYO

 Mas Mabilis na Biyahe	 Mas Madalas na Serbisyo	 Mas Pinagandang mga Koneksiyon	 Lubusang Gumagamit ng Koryente Sa Hilaga ng San Jose
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MGA PAGBABAGO SA MUNGKAHING SERBISYO SA TAGLAGAS 2024

KUNG PAANO ITO GUMAGANA NGAYON

SERBISYONG GUMAGAMIT NG KORYENTE

Mga Oras ng Pagbibiyaha (mula San Francisco hanggang San Jose)

Express sa loob ng ~65 minuto
Local sa loob ng ~110 minuto

Express sa loob ng ~60 minuto
Local sa loob ng ~75 minuto

Pinakamahaba nang Panahon ng Paghihintay sa Pagitan ng mga Tren

60 minuto

30 minuto mula Lunes hanggang Biyernes*

Mga Estasyon kung saan may Tren kada 15 minuto sa mga Oras Kung Saan Pinakamarami ang Gumagamit

6 estasyon

11 estasyon

Southern Santa Clara County

4 balikan o roundtrip araw-araw sa mga tren na diesel at mula Gilroy hanggang SF

Binibigyan ang lahat ng pasahero ng paglipat sa Diridon ng pagkakataon na makasakay sa elektronikong tren at nakatitipid ang mga pasahero ng Gilroy ng hanggang sa 28 minuto. May 4 na balikang biyahe o roundtrip araw-araw.

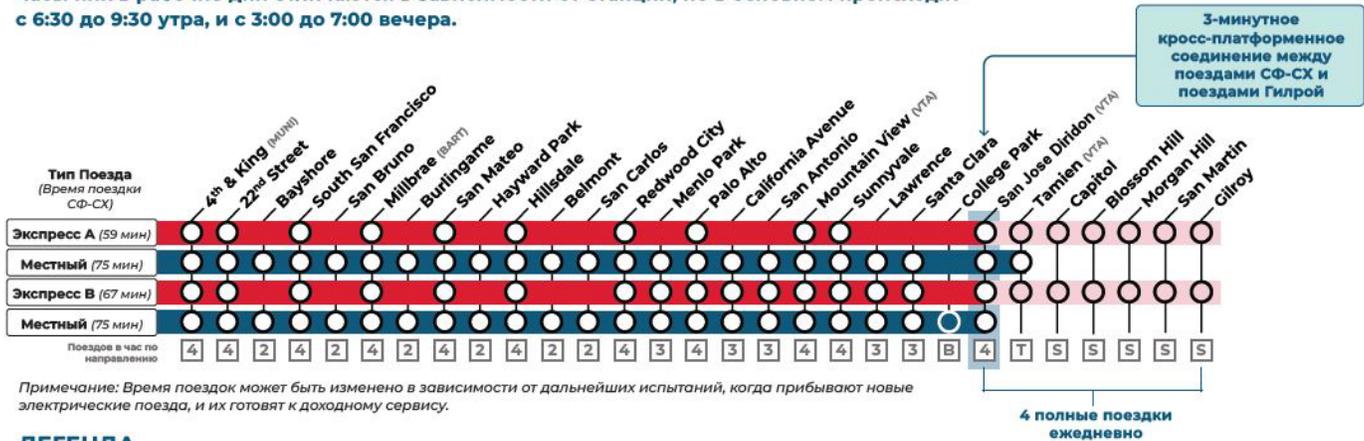
**Pinag-aaralan pa ang plano para sa pagseserbisyo tuwing Sabado at Linggo
Tandaan: Puwede pang magbago ang mga oras ng pagbibiyaha habang hinihintay ang karagdagang pagte-test ayon sa pagdating ng bagong mga elektronikong tren at naghahanda para sa serbisyong may bayad.*

НАЙДИ СВОЮ СТАНЦИЮ

ПРЕДЛАГАЕМЫЕ ИЗМЕНЕНИЯ СЕРВИСА НАРЯДУ С ЭЛЕКТРИФИКАЦИЕЙ ОСЕНЬЮ 2024

ЧАСЫ ПИК В РАБОЧИЕ ДНИ

Часы пик в рабочие дни отличаются в зависимости от станции, но в основном происходят с 6:30 до 9:30 утра, и с 3:00 до 7:00 вечера.



Примечание: Время поездок может быть изменено в зависимости от дальнейших испытаний, когда прибывают новые электрические поезда, и их готовят к доходному сервису.

ЛЕГЕНДА

- Остановка (одна в час в каждом направлении)
- # Остановки в час в каждом направлении
- В Сервис Беллармин 2 остановки в день в каждом направлении
- Т Сервис Тамиен 2-3 остановки в час в пиковом направлении, 1 остановка в час в направлении, противоположном пиковому
- С Сервис по соединению Южного Округа 4 остановки в день в каждом направлении с 1-2 поездами в час в пиковом направлении

КЛЮЧЕВЫЕ ПРЕИМУЩЕСТВА

БОЛЕЕ БЫСТРЫЕ ПОЕЗДКИ

УВЕЛИЧЕНИЕ КОЛИЧЕСТВА ОСТАНОВОК НА 20% С ТЕМ ЖЕ КОЛИЧЕСТВОМ ПОЕЗДОВ

БОЛЕЕ ПОСТОЯННО

ЧЕРЕДОВАНИЕ ЭКСПРЕСС И МЕСТНЫХ ПОЕЗДОВ МЕЖДУ 4Й И КИНГ И СХ ДИРИДОН

БОЛЕЕ ЧАСТЫЙ СЕРВИС

ПОЕЗДА КАЖДЫЕ 30 МИНУТ РАНО УТРОМ, ДНЕМ И ВЕЧЕРОМ





ПРЕИМУЩЕСТВА СЕРВИСА



Более быстрые поездки



Более частый сервис



Улучшенные соединения



Полностью электрифицированные Север Сан Хозе

ИЗМЕНЕНИЯ В ПРЕДЛАГАЕМОМ СЕРВИСЕ НА ОСЕНЬ 2024

КАК ЭТО РАБОТАЕТ СЕГОДНЯ

ЭЛЕКТРИФИЦИРОВАННЫЙ СЕРВИС

Время поездок (Сан Франциско до Сан Хозе)

Экспресс ~ 65 минут
Местный ~ 110 минут

Экспресс ~ 60 минут
Местный ~ 75 минут

Самое длительное время ожидания между поездами

60 минут

30 минут в рабочие дни

Станции с поездами каждые 15 минут в периоды пик

6 станций

11 станций

Юг округа Санта Клара

4 ежедневные полные поездки на дизельных поездах Гилрой - СФ

Пересадка на Диридоне дает всем пассажирам возможность проехать на электрических поездах, и экономит пассажирам Гилроя до 28 минут. 4 полных поездки.

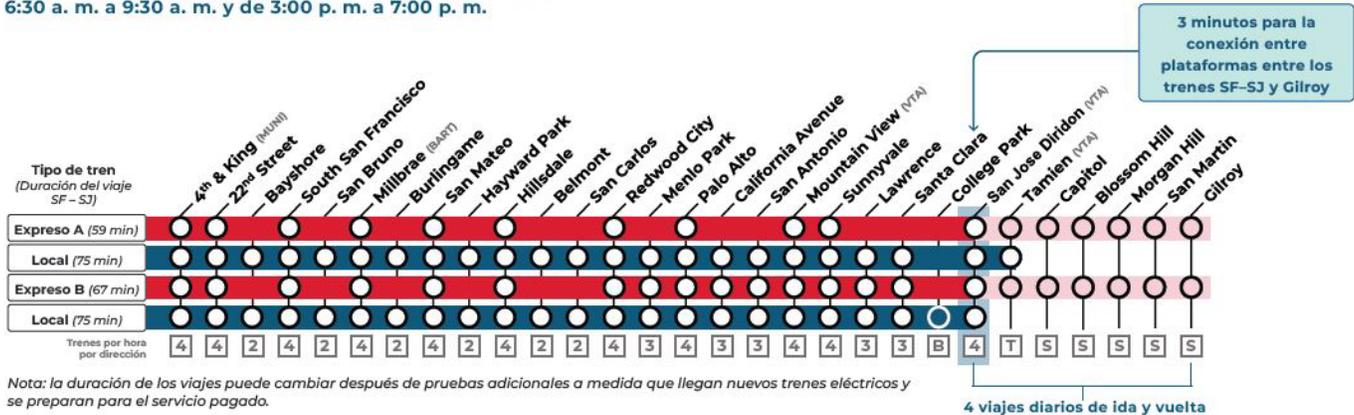
**План услуг на выходные все еще изучается.
Примечание: Время поездок может быть изменено в зависимости от дальнейших испытаний, когда прибывают новые электрические поезда, и их готовят к доходному сервису.*

ENCUENTRA TU ESTACIÓN

CAMBIOS DE SERVICIO PROPUESTOS CON LA ELECTRIFICACIÓN DEL OTOÑO DE 2024

INSTANTÁNEA DE 1 HORA DURANTE EL PICO ENTRE SEMANA

Los periodos pico entre semana varían por estación y generalmente cubren de 6:30 a. m. a 9:30 a. m. y de 3:00 p. m. a 7:00 p. m.



Nota: la duración de los viajes puede cambiar después de pruebas adicionales a medida que llegan nuevos trenes eléctricos y se preparan para el servicio pagado.

LEYENDA

- Parada (una por hora por dirección)
- # Paradas por hora por dirección
- B Servicio Bellarmine
2 paradas por día por dirección
- T Servicio Tamien
2 a 3 paradas por hora en la dirección pico, 1 parada por hora en la dirección pico inversa
- S Servicio conector South County
4 paradas por día por dirección con 1 a 2 trenes por hora en la dirección pico

BENEFICIOS CLAVE

VIAJES MÁS RÁPIDOS

AUMENTO DE PARADAS DEL 20% CON EL MISMO NÚMERO DE TRENES

MÁS CONSTANTE

SE ALTERNAN TRENES EXPRESOS Y LOCALES ENTRE 4TH AND KING Y SJ DIRIDON

SERVICIO MÁS FRECUENTE

TRENES CADA 30 MINUTOS TEMPRANO POR LA MAÑANA, AL MEDIODÍA Y EN LA NOCHE





BENEFICIOS DEL SERVICIO



Viajes más rápidos



Servicio más frecuente



Conexiones mejoradas



Completamente electrificado al norte de San José

CAMBIOS EN EL SERVICIO PROPUESTO PARA EL OTOÑO DE 2024

CÓMO FUNCIONA HOY

SERVICIO ELECTRIFICADO

Duración de los viajes (San Francisco a San José)

Expreso en ~65 minutos
Local en ~110 minutos

Expreso en ~60 minutos
Local en ~75 minutos

Espera más larga entre trenes

60 minutos

30 minutos entre semana*

Estaciones con trenes cada 15 minutos durante los periodos pico

6 estaciones

11 estaciones

Sur del Condado de Santa Clara

4 viajes diarios de ida y vuelta en trenes diesel de Gilroy a San Francisco

La transferencia en Diridon da a todos los pasajeros una oportunidad de viajar en trenes eléctricos y ahorra a los pasajeros de Gilroy hasta 28 minutos. 4 viajes de ida y vuelta diarios.

*Todavía se está estudiando el plan de servicio de los fines de semana.

Nota: la duración de los viajes puede cambiar después de pruebas adicionales a medida que llegan nuevos trenes eléctricos y se preparan para el servicio pagado.



NHANH HƠN, THƯỜNG XUYÊN HƠN, BỀN VỮNG HƠN

CÁC LỢI ÍCH CỦA DỊCH VỤ NÀY



Đi lại nhanh hơn



Dịch vụ thường xuyên hơn



Chuyến tàu dễ dàng hơn



Hệ thống được điện khí hóa 100% ở phía bắc San Jose

CÁC THAY ĐỔI ĐỀ XUẤT CHO DỊCH VỤ MÙA THU 2024

DỊCH VỤ HIỆN TẠI

DỊCH VỤ ĐIỆN KHÍ HÓA

Thời gian đi lại (San Francisco đến San Jose)

Tàu tốc hành ~65 phút

Tàu địa phương ~110 phút

Tàu tốc hành ~60 phút

Tàu địa phương ~75 phút

Thời gian chờ lâu nhất giữa các chuyến tàu

60 phút

30 phút vào những ngày trong tuần*

Số trạm dừng có tàu đến mỗi 15 phút vào giờ cao điểm

6 trạm dừng

11 trạm dừng

Miền Nam Quận Santa Clara

4 chuyến khứ hồi mỗi ngày từ Gilroy đến SF bằng tàu dùng dầu diesel

Điểm chuyển tàu tại Diridon tạo cơ hội cho tất cả hành khách đi tàu điện và tiết kiệm đến 28 phút đi lại cho hành khách Gilroy. 4 chuyến khứ hồi mỗi ngày.

**Dịch vụ cuối tuần vẫn đang được nghiên cứu*

Lưu ý: Khi các tàu điện mới được giao nhận và chuẩn bị đưa vào phục vụ cho khách trả phí, thời gian đi lại có thể thay đổi sau khi thử nghiệm thêm.

ATTACHMENT 8: CALTRAIN PRESS RELEASES: PUBLIC TOUR EVENT AND ELECTRIFIED SERVICE VISION

Caltrain Holds Second Public Tour for New Electric Trains

09/23/2023

The new state-of-the-art vehicles will be put into service in Fall 2024

Caltrain is holding its second public tour of the agency's new electric train cars today. The new train cars will serve as the centerpiece of the transformative [Caltrain Electrification Project](#).

With over 4,400 RSVPs as of the morning of the event, this tour has attracted similarly large crowds to the [first event](#) held in San Jose on July 29. Attendees enjoyed [food trucks, a live DJ and more](#) as they awaited their opportunity to see the future of Caltrain for themselves. Tours begin at 10 a.m. after a brief program featuring State Senator Scott Weiner, State Assemblymember Phil Ting, State Assemblymember Diane Papan, San Francisco County Transportation Authority Board Vice Chair Supervisor Myrna Melgar, San Francisco Board of Supervisor Matt Dorsey, FTA Regional Administrator Ray Tellis, Caltrain Executive Director Michelle Bouchard and Caltrain Board of Directors Chair Jeff Gee as emcee.

The new high-performance trains will offer a better experience for Caltrain riders. The new vehicles offer enhanced amenities, including new digital onboard displays, power outlets at each forward-facing seat, a new seat color palette selected by the public, energy-efficient lighting, coat hooks, security cameras, and expanded storage under the cantilevered seats. They will also generate less noise than their diesel equivalent, making the trip more enjoyable both for riders and residents that live near Caltrain tracks.

"Caltrain electrification means shorter commutes, cleaner air and good-paying jobs in the Bay Area and beyond," **U.S. Speaker Emerita Nancy Pelosi** said. "It has been my privilege to help secure federal funding in the Congress to support Caltrain's electrification. This weekend's tour gives San Franciscans a chance to experience the future of this state-of-the-art service – and I join so many across the Bay Area looking forward to its historic launch next year."

"Electrifying our public transportation systems is one of the best steps we can take to fight climate change. Caltrain has led the nation in that effort, showing that we can shift to a cleaner system while creating good-paying jobs and providing a quieter, more efficient service for riders," said **U.S. Senator Diane Feinstein**.

"The Caltrain Electrification Project embodies our commitment to expand clean transportation to improve the health of our communities while creating good-paying jobs," said **U.S. Senator Alex Padilla**. "I'm proud to have secured federal funding to bring this to the finish line so that commuters and visitors up and down the peninsula can enjoy faster, more frequent train service."

"As San Francisco's downtown continues to recover, with new businesses signing leases and workers returning to the office, it's critical that our public transit continues to meet the needs of our region. Caltrain's Electrification Project will be a major step forward, providing faster, more reliable service for people traveling between San Francisco and the peninsula," said **San Francisco Mayor London Breed**. "I want to thank all our regional, state, and federal partners who have worked tirelessly to get us where we are today, and I'm excited to celebrate the completion of the project with everyone a year from now."

"Passenger rail service began on the Peninsula corridor in 1863, and today, it's exciting to see the American-built cars. Electrification modernizes this 150-year-old railroad, improving local air quality, offering faster service, and improving traffic flow in one of the most congested corridors in the country. This is the world-class, modern, and climate-friendly electric transit system that our innovative region deserves, and I'm very proud to have led the effort in Congress to electrify Caltrain," said **U.S. Representative Anna Eshoo**.

"Congratulations to Caltrain as it gets closer and closer to completing its historic electrification project," said **U.S. Representative Kevin Mullin**. "Once completed, riders will experience enhanced safety features, better service, and more amenities, while the region will experience improved air quality and lower greenhouse gas emissions. As a steadfast supporter of public transit and Caltrain during my Assembly tenure, I look forward continuing my support at the federal level and am excited for the new system to go live in 2024."

"Congratulations to Caltrain on the addition of electric train cars that will help reduce emissions, improve the efficiency of our public transportation in the Bay Area, and help us reach our climate goals," said **U.S. Representative Ro Khanna**.

Item #5.
3/29/2024

"It is great to celebrate another Caltrain milestone that will improve daily life for so many people in the Bay Area," said **Congresswoman Zoe Lofgren, Chair of the California Democratic Congressional Delegation and Ranking Member of the House Science, Space, and Technology Committee.** "By increasing and improving passenger service along the rail corridor, the electrification of Caltrain helps decrease congestion on local highways. That, along with the savings from no longer using nonrenewable diesel fuel, will significantly reduce greenhouse gas emissions and help combat climate change."

"Caltrain plays a major role in connecting our Bay Area communities by playing a major part in our Bay Area commute," said **U.S. Representative Jimmy Panetta.** "Now, with the federal government's significant investment in our nation's infrastructure, Caltrain can continue to reduce its carbon output with its electrification project. By deploying cleaner, quieter, and more efficient trains, Caltrain will remain a part of our communities, and a part of the Bay Area's efforts to tackle climate change."

"The new all electric trains mark an incredibly exciting milestone for Caltrain," said **State Senator Scott Weiner.** "I congratulate Caltrain on taking a bold step toward meeting its climate goals while continuing to foster regional connectivity with reliable service."

"The Caltrain Electrification project is a historic undertaking. This project puts us on the cutting edge of modernizing public transit with climate-friendly transformations. By converting such a significant corridor to an electric system, Caltrain is not only pivoting away from diesel fuel, but also demonstrating to the nation that this type of change is possible" said **State Senator Aisha Wahab.**

"Caltrain electrification serves as an important tool to combat climate change, by providing cleaner and greener transportation options for residents and visitors alike," said **State Senator John Laird.** "We must do all we can to reduce greenhouse gas emissions while still providing efficient and enjoyable public transit. Caltrain's new high-performance electric trains do just that, and I am excited for the public to see these improvements."

"Caltrain's Electrification Project will help California reach its climate goals while cutting down on freeway traffic and noise," said **State Senator Dave Cortese.** "I was proud to support the 2023 Budget Act that prevented major transit service cuts and gave agencies the flexibility to invest in operations or capital projects. Caltrain is unveiling beautiful new electric trains that will help clean our air and move us all in the right direction."

"I am so proud of Caltrain's first fully electrified train, and I am excited to see future benefits of smoother operations and reduced emissions of our transportation system," said **State Senator Josh Becker.** "This step is critical in improving and integrating our regional transportation systems and achieving our climate goals."

"It's clear clean and efficient transportation infrastructure is a top priority for the Bay Area and the rest of the state. The \$750 million in state funds for Caltrain Electrification and \$165 million for 37 Electric Rail Cars that I helped secure underscores California's commitment to modernizing our rail system, while reducing our carbon footprint for generations to come. Great things are accomplished when state, regional, and local partnerships thrive," said **State Assembly Budget Chair Phil Ting.**

"Throughout my time in office I have been a strong supporter of Caltrain's Electrification Project because of what it will mean for the city of San Francisco and the larger Bay Area," said **State Assemblymember Matt Haney.** "The future of our region and our economy depends on our public transit, and electrification will not only help us meet our ambitious climate goals, but also provide faster and better service that people can rely on."

"The electrification of Caltrain is a momentous achievement for California's transit system," said **State Assemblymember Alex Lee.** "I'm extremely excited for the electric fleet to begin service in 2024. With faster and greener trains, the fleet will benefit residents of my district while meeting California's climate goals. I'm proud to see that the Caltrain Electrification project is bringing California's first electrified commuter rail to reality, helping pave the way for more sustainable and equitable communities."

"From steam to diesel to electric – we are now witnessing the third act of Caltrain," said **State Assemblymember Diane Papan.** "Caltrain is now ready to meet the needs of riders and the region now and for future generations."

"The Caltrain Electrification project means that Peninsula residents will breathe cleaner air and have both quieter communities and more frequent and reliable transit service," said **State Assemblymember Marc Berman.** "Today, I'm pleased to celebrate a project that's delivering infrastructure, clean energy and good jobs right through the heart of my district."

"My colleagues and I fought hard to secure the necessary resources in the state budget to electrify Caltrain," said **State Assemblymember Evan Low.** "It is exciting the public gets to tour our new electric trains which will play a vital role in reducing roadway congestion and providing fast, reliable and clean transportation in the Silicon Valley and greater Bay Area, as well as help protect our surrounding environment and improve the public's health."

"San Francisco has committed to ambitious carbon reduction goals in our climate action plan, and electrified Cal Train will play a vital role in making progress on those goals" said **San Francisco Supervisor Matt Dorsey**. "As we get done, the need for high quality transportation will only grow, and Caltrain will be a huge part of creating complete, sustainable, and accessible communities."

"We congratulate Caltrain on the arrival of the new electric train sets, and are proud to provide over \$40 million toward delivery of the full Caltrain Electrification Project," said **Transportation Authority Board Chair and San Francisco Supervisor Rafael Mandelman (District 8)**. "This project will help the Bay Area meet our climate and equitable access goals and also bring us one step closer to the future of fast, clean and reliable train service to downtown San Francisco via the Salesforce Transit Center and Portal rail extension project. These exciting investments will serve our Bay Area community for generations to come."

"With electrified Caltrain service about a year away, it is exciting to preview our new trains with our riders," said **Caltrain Board Chair Jeff Gee**. "While there is still a lot of work ahead of us, the vision of a greener, quieter and more efficient trains will soon be a reality."

"I am pleased to join Caltrain riders in touring the new electric trains that will soon be reducing Caltrain's emissions and carbon footprint, while increasing service for those riders," said **Ray Tellis, Regional Administrator for the Federal Transit Administration**. "FTA has enjoyed a strong partnership with Caltrain and remains committed in supporting this noteworthy electrification project through to completion."

"The future of Caltrain is just around the corner, and Muni riders in the area will benefit from the improvements," said **San Francisco Municipal Transportation Agency Chair Amanda Eaken**. "Converting to electric power will make a major impact towards reducing Caltrain's air pollution and carbon footprint. These world class trains will make commuting by public transportation an easier choice and we're excited for San Franciscans to have more attractive options to get around sustainably."

"The unveiling of Caltrain's fleet of the future marks yet another important milestone in the electrification and modernization of this critical transit system connecting one of the world's most vital economic corridors," said **Jim Wunderman, President and CEO, Bay Area Council**. "The Bay Area Council is proud to have been an early and strong proponent for investing in Caltrain and we applaud the tremendous work Caltrain and so many have done to move this project forward."

"Electrified Caltrain is good for riders, the environment, and the economy," said **Rosanne Foust, President & CEO, San Mateo County Economic Development Association (SAMCEDA)**. "I know the public will be excited to see the vehicles that are transforming this essential commuter rail system."

"I'm very excited to see the debut of Caltrain's new electric trains. These electric trains will provide a cleaner, quieter, and more modern and reliable experience for riders throughout the region," said **Ahmad Thomas, CEO, Silicon Valley Leadership Group**. "A thriving public transit system is essential for advancing the business competitiveness of the region, and for fostering a future for Silicon Valley that is both more sustainable and equitable."

"The green economy and our recovery as a region have everything to do with creating sustainable transit and connecting people to good jobs," said **Secretary-Treasurer of the San Francisco Building and Construction Trades Council Rudy Gonzalez**. "The human and built infrastructure are incredible assets to the Bay Area and we are proud to be in partnership with Caltrain."

Electrification will also help meet ambitious regional and state climate action goals by lowering greenhouse gas emissions, improving air quality and relieving traffic congestion. Additionally, electrified service will advance equity along the corridor by reducing noise and air pollution while increasing access for equity priority communities. It will also set the framework for California's future High Speed Rail network.

Each trainset will have seven cars, as opposed to the current five to six. The new trains also accelerate and decelerate faster than their diesel alternatives, allowing more frequent stops in the same amount of time.

These new trains will go into service in 2024, and is currently undergoing testing to ensure it, and the infrastructure it will rely upon, is in good working order.

The trains were built by Stadler US at their facility in Salt Lake City, Utah. After they were assembled, they were sent to a test facility in Pueblo, Colo. where they were tested at high speeds under numerous conditions as required by the Federal Railroad Administration. The trains were tested for braking, propulsion, ride quality, noise and vibration, door operation, Positive Train Control and Electromagnetic Interference over the course of eight months.

The Caltrain Electrification Project will electrify the corridor from the San Francisco Station at 4th and King Streets to approximately the Tamien Station in San Jose, allowing diesel-hauled trains to be replaced by electric trains.

Caltrain's historic electrification project is the first undertaking in North America in a generation in which diesel trains and their infrastructure components are transitioned to an electrified system. Item #5.
5/29/2024

Today's tour was sponsored by the RSE Corporation, Gannett Fleming and AECOM.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides rail service from San Francisco to San Jose, with commute service to Gilroy. Serving the region since 1863, Caltrain is the oldest continually operating rail system west of the Mississippi. Looking to the future, Caltrain is set to electrify the corridor by 2024, which will reduce diesel emissions and add more service to more stations while advancing the agency's equity goals.

Follow Caltrain on [Facebook](#) and [Twitter](#).

Media Contact: Dan Lieberman, 650.622.2492

Sign up for service updates and rider news, manage your existing account or unsubscribe

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Caltrain Unveils Electrified Service Vision for 2024

10/05/2023

Caltrain's Board of Directors previewed the [proposed electrified service plan](#), including anticipated service benefits for the Electrification Project slated for completion by fall 2024, which includes faster trains; less wait time at stations; and a simplified schedule.

Proposed Service Improvements

- Weekday Service: Caltrain plans for 104 weekday trains, with four trains per hour per direction during peak times between San Francisco and San Jose.
- The express trains are anticipated to be about an hour between San Francisco and San Jose, with significant expansion of the number of stations that receive express service.
- Local trains would stop at every station and would reduce travel time from San Francisco to San Jose by 25 minutes compared to today's local schedule.
- Both express and local options provide a compelling alternative to Highway 101 as road traffic escalates.
- Weekend Service: Subject to additional financial analysis and budget confirmation, Caltrain expects to offer service every 30 minutes, minimizing wait times for weekend customers and halving the wait time they currently experience.
- South Santa Clara County Service: The corridor south of Tamien Station in San Jose, which is owned by Union Pacific and is not included in the Electrification Project, will still be served by [four daily roundtrips](#) using diesel trains to maintain connectivity. There will be a seamless three-minute cross platform transfer at Diridon Station and overall, travel times will be substantially reduced to San Francisco and other mid-Peninsula destinations.

Performance Highlights and Passenger Benefits

- The new electric trains accelerate and decelerate more rapidly than the current diesel fleet, which is how Caltrain can achieve the proposed schedule with additional frequency and faster travel times.
- Weekday peak hour trains would cover 79 stations per hour, an increase from the current 66.
- Eleven stations would experience four train arrivals hourly per direction, a notable improvement from seven stations currently.
- Midday trains cover 44 stations per hour, up from 34 today.
- The new electric trains will bring a wide variety of customer experience benefits including Wi-Fi; electrical outlets at every fixed seat; spacious bathrooms with a baby changing table; a smoother and quieter ride; digital on-board trip information systems to clearly communicate information to passengers; and reduced noise and pollutants for riders and residents along the corridor.

Ridership Growth and Impact

Current ridership stands at approximately 500,000 trips monthly, with average weekday boardings surpassing 20,000 continuing to mark year-on-year growth. This ridership growth is even with two dozen weekend service shutdowns for the Electrification construction. With the proposed electrified service plan for fall 2024, reduced travel times and wait times are anticipated system-wide, boasting a 20% rise in overall stops and a 27% increase at stations serving Equity Priority Communities.

Public Engagement and Implementation

Caltrain seeks [community feedback](#) throughout October 2023, with the final electrified service plan set to be finalized by year-end. Early 2024 will continue with rigorous testing of the new electric trains and service plan, with full electrified service, using a new electrified schedule, set to roll out in September 2024.

###

Item #5.
5/29/2024
About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides rail service from San Francisco to San Jose, with commute service to Gilroy. Serving the region since 1863, Caltrain is the oldest continually operating rail system west of the Mississippi. Looking to the future, Caltrain is set to electrify the corridor by 2024, which will reduce diesel emissions and add more service to more stations while advancing the agency's equity goals.

Follow Caltrain on [Facebook](#) and [X](#).

Free translation assistance is available.

Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

Editor's Note: Pictures and Video can be found at <https://smctd.canto.com/v/CaltrainMedia>

Media Contact: Dan Lieberman, 650.622.2492

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**ATTACHMENT 9 – MATRIX OF PUBLIC COMMENTS FROM
COMMUNITY MEETINGS**

Meeting	Date	Question / Comment
Citizens' Advisory Committee (CAC)	September 20, 2023	Is there an ETA of when the draft for weekend service will be published?
Citizens' Advisory Committee (CAC)	September 20, 2023	What does the 104 train schedule do for ridership versus the 114 train, and why is this justified?
Citizens' Advisory Committee (CAC)	September 20, 2023	What is the cost difference between running 104 trains per day and 114 after electrification?
Citizens' Advisory Committee (CAC)	September 20, 2023	What constraints are there in the terminals and on the track?
Citizens' Advisory Committee (CAC)	September 20, 2023	Is it possible to run EMUs from Gilroy with a diesel?
Citizens' Advisory Committee (CAC)	September 20, 2023	What is staff's view or expectation together with Stadler on a schedule timeline for developing the BEMU, testing it, and getting it FRA certified?
Bicycle Active Transportation Advisory Committee (BATAC)	September 21, 2023	Can you confirm the planned date for the initiation of the service extension?
Bicycle Active Transportation Advisory Committee (BATAC)	September 21, 2023	Does the current proposal include a weekend service schedule, or is it limited to weekdays?
Bicycle Active Transportation Advisory Committee (BATAC)	September 21, 2023	Will there be a transition between different scheduling periods, or will the schedule remain consistent?
Bicycle Active Transportation Advisory Committee (BATAC)	September 21, 2023	Is the regular clock-face schedule going to be implemented on weekends as well?
Bicycle Active Transportation Advisory Committee (BATAC)	September 21, 2023	What are the key factors that contribute to reduced travel times with the new trains?
Bicycle Active Transportation Advisory Committee (BATAC)	September 21, 2023	Do the 8 and 18-minute connection times apply to trains north or south of Millbrae?
Bicycle Active Transportation Advisory Committee (BATAC)	September 21, 2023	Will issues like those experienced at San Carlos be addressed in upcoming schedules?
Bicycle Active Transportation Advisory Committee (BATAC)	September 21, 2023	In your next presentation, would it be beneficial to clarify that the travel times discussed cover both directions between Caltrain and BART?
Bicycle Active Transportation Advisory Committee (BATAC)	September 21, 2023	Could you generate an estimate based on survey data and station pairings to show the potential increase in service, the number of riders affected, and the time savings for an average rider?
JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	How will the recent Department of Finance state demographic projections affect our long-term planning and operational strategies?
JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	How can the new demographic and ridership data be better integrated into our current and future service plans?
JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	Have we solicited and received comprehensive quantification of TOD from our member cities?
JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	How are these developments influencing our ridership and service needs along the corridor?
JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	What specific data and market analysis are being considered in our service planning for the electrified service launching in Fall 2024?
JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	With the shift in traditional commute patterns, what new incentives can we introduce to encourage ridership aside from congestion avoidance?
JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	What additional promotions and customer-focused initiatives are planned to attract and retain a diverse rider base?
JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	How can the Go Pass and regional all-agency passes be optimized to tap into new customer bases and address the needs of a diverse workforce?
JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	What specific impacts has the TMA program had on employee retention for service companies?
JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	How can we replicate or expand this success to other segments?

JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	What components should be included in the toolkit for cities to support increased ridership?
JPB Technology, Operations, Planning, and Safety (TOPS)	September 27, 2023	How will we engage cities and their staff to ensure they are prepared to implement and advocate for these tools within their communities?
Local Policy Maker Group (LPMG)	September 28, 2023	Have we compared our strategies to global best practices? If we're not meeting world class standards, why not? When could we achieve this, and what resources would it require?
Local Policy Maker Group (LPMG)	September 28, 2023	Is this development expected to occur within our lifetimes?
Local Policy Maker Group (LPMG)	September 28, 2023	I would appreciate your thoughts on how we might effectively generate revenue from the interiors of the new trains.
Local Policy Maker Group (LPMG)	September 28, 2023	Do we have plans to increase advertising throughout the system?
Local Policy Maker Group (LPMG)	September 28, 2023	What strategies can we implement to better integrate VTA routes within our Caltrain service to enhance last-mile connectivity and boost ridership?
JPB Board Meeting	October 5, 2023	How are we planning to handle the BART connection in terms of schedule coordination, and what are the board's views on this issue?
JPB Board Meeting	October 5, 2023	Could Caltrain enhance service frequency to better synchronize with BART's timetable?
JPB Board Meeting	October 5, 2023	Is there a possibility to increase service frequency during off-peak hours, not just during peak-periods?
JPB Board Meeting	October 5, 2023	Is operating shorter trains more frequently a viable option?
JPB Board Meeting	October 5, 2023	Why aren't all services extended to Tamien?
JPB Board Meeting	October 5, 2023	What is the reason or the increase in travel time for the proposed express service to over 60 minutes from the previous 56 minutes?
JPB Board Meeting	October 5, 2023	Are there any measures being considered to mitigate the potential rise in noise levels during nighttime, especially in urban quiet zones?
JPB Board Meeting	October 5, 2023	How do we plan to compete with highways that feature express lanes?
JPB Board Meeting	October 5, 2023	Is it possible for EMUs to operate alongside diesel trains to eliminate the need for transfers?
JPB Board Meeting	October 5, 2023	What short-term strategies are in place to increase regional ridership within the constraints of our budget?
JPB Board Meeting	October 5, 2023	What actions can Caltrain take to improve weekend services and boost ridership, despite financial limitations?
Citizens' Advisory Committee (CAC)	November 15, 2023	Why do new trains have fewer bathrooms?
Citizens' Advisory Committee (CAC)	November 15, 2023	When is Caltrain scheduled to start end-to-end testing?
Citizens' Advisory Committee (CAC)	November 15, 2023	Why doesn't Caltrain operate shorter trains during off-peak hours to align with demand?
Citizens' Advisory Committee (CAC)	November 15, 2023	Will the Broadway station resume service on weekends?
Citizens' Advisory Committee (CAC)	November 15, 2023	What are the primary reasons for the increase in operating costs?
Citizens' Advisory Committee (CAC)	November 15, 2023	Is PG&E the only electricity supplier for Caltrain?
Citizens' Advisory Committee (CAC)	November 15, 2023	What are the typical service patterns on holidays?
Citizens' Advisory Committee (CAC)	November 15, 2023	Are we expecting any changes to the schedule in the near future?
Citizens' Advisory Committee (CAC)	November 15, 2023	How does Caltrain factor transfers into its scheduling, and why are they given lower priority?

Citizens' Advisory Committee (CAC)	November 15, 2023	Can Caltrain adjust its schedule to better reflect variations in peak and off-peak usage?
Citizens' Advisory Committee (CAC)	November 15, 2023	Is there any intention to streamline the schedule going forward?
Citizens' Advisory Committee (CAC)	November 15, 2023	What is the status of the current waiver?
Citizens' Advisory Committee (CAC)	November 15, 2023	What progress has been made in the discussions with BART concerning transfers?
Citizens' Advisory Committee (CAC)	November 15, 2023	Is there an opportunity to implement a more integrated payment system?
Bicycle Active Transportation Advisory Committee (BATAAC)	November 16, 2023	What portion of the total operating cost is attributed to weekend operations?
Bicycle Active Transportation Advisory Committee (BATAAC)	November 16, 2023	How does deceleration and acceleration impact the cost of electricity during operations?
Bicycle Active Transportation Advisory Committee (BATAAC)	November 16, 2023	Are there plans to implement shorter, 4-car train services?
Bicycle Active Transportation Advisory Committee (BATAAC)	November 16, 2023	Is there adequate forecasted data on ridership available?
Bicycle Active Transportation Advisory Committee (BATAAC)	November 16, 2023	Is the roughness of the ride related to the train's current suspension mechanism?
JPB Board Meeting	December 7, 2023	The proposed increase in service frequency marks a significant enhancement. However, is it possible to offer services at 15-20 minute intervals?
JPB Board Meeting	December 7, 2023	Although a 30-minute interval on weekends is better, it is crucial to coordinate more effectively with BART services.
JPB Board Meeting	December 7, 2023	Providing services every half hour during off-peak times is a substantial improvement and more closely matches BART's timetable.
JPB Board Meeting	December 7, 2023	To better manage future transfer issues with BART, Caltrain should strive to offer services every 20 minutes.
JPB Board Meeting	December 7, 2023	It is crucial to coordinate more effectively with BART services to better manage future transfer issues.
JPB Board Meeting	December 7, 2023	Operating shorter train cars during off-peak times would be ideal.

**ATTACHMENT 10: ELECTRIFIED SERVICE PLAN SURVEY QUESTIONS
(MULTILINGUAL)**

Do you anticipate that you will typically use Caltrain to make a round-trip or one-way journey?

- Round-trip
- One-way

How would you typically get to Caltrain from your home?

Choose the option you use most often or for the longest part of your trip.

- Walk
- Bicycle
- Transit
- Drive
- Other (please specify)

How would you typically get to your destination from Caltrain?

Choose the option you use most often or for the longest part of your trip.

- Walk
- Bicycle
- Transit
- Drive
- Other (please specify)

Electrified Service Plan

What about electrified service is most exciting to you?

Any other feedback for Caltrain?

Draft Electrified Service Plan

Get excited for electrified service in Fall 2024!

Draft Electrified Service Plan

Closed

Current & Interested Rider Survey

Electrified Caltrain service is scheduled to start in Fall 2024! Please answer the following questions based on your anticipated travel needs a year from now.

Anticipated Travel

What station do you anticipate your journey will typically start at?

What station do you anticipate that you will get off at?

In what time window would you like to arrive at your destination station (e.g., 8-9am)?

Submit

Click the images below to learn about the draft service plan!

FASTER, MORE FREQUENT, SUSTAINABLE

SERVICE BENEFITS

- Faster Trips
- More Frequent Service
- Improved Connections
- Fully Electrified North of San Jose

CHANGES IN THE PROPOSED FALL 2024 SERVICE

HOW IT WORKS TODAY	ELECTRIFIED SERVICE
Travel Times (San Francisco to San Jose)	
Express in ~65 minutes	Express in ~60 minutes
Local in ~110 minutes	Local in ~75 minutes
Longest Wait Time Between Trains	
60 minutes	30 minutes on weekdays*
Stations with Trains Every 15 Minutes in the Peak Periods	
6 stations	11 stations
Southern Santa Clara County	
*Only on weekdays with service starting at 7:00 AM	Transfer at Diridon gives all passengers an opportunity to ride electric trains and saves city passengers up to 28 minutes, 4 daily roundtrips.

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FIND YOUR STATION
PROPOSED SERVICE CHANGES WITH FALL 2024 ELECTRIFICATION

WEEKDAY PEAK 1-HOUR SNAPSHOT
Weekday peak periods vary by station, generally covering between 7:00am and 9:00am, "triple" hours.

KEY BENEFITS

- FASTER TRIPS**: 30% INCREASE IN STOPS WITH SAME NUMBER OF TRAINS
- MORE CONSISTENT**: ALTERNATING EXPRESS AND LOCAL TRAINS BETWEEN 4TH & KING AND SJ DIRIDON
- MORE FREQUENT SERVICE**: TRAINS EVERY 30 MINS IN EARLY MORNING, MIDDAY, AND EVENING

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هل تتوقع أنك ستستخدم خدمة النقل الكهربائي لرحلة ذهابًا وإيابًا أو رحلة في اتجاه واحد؟

5/29/2024

 جولة

 طريقة واحدة

كيف يمكنك عادة الوصول إلى كالترين من منزلك؟

اختر الخيار الذي تستخدمه في أغلب الأحيان أو للجزء الأطول من رحلتك.

 يمشي

 دراجة

 عبور

 يقود

 غير ذلك (يرجى التحديد)

كيف يمكنك عادة الوصول إلى وجهتك من كالترين؟

اختر الخيار الذي تستخدمه في أغلب الأحيان أو للجزء الأطول من رحلتك.

 يمشي

 دراجة

 عبور

 يقود

 غير ذلك (يرجى التحديد)

Draft Electrified Service Plan

تحميل للخدمة المكهربة في خريف 2024

Draft Electrified Service Plan

مغلق

مسح الراكب الحالي والمهتم

ومن المقرر أن تبدأ خدمة كالترين المكهربة في خريف عام 2024! يرجى الإجابة على الأسئلة التالية بناءً على احتياجات سفرك المتوقعة بعد عام من الآن.

السفر المرتقب

في أي محطة تتوقع أن تبدأ رحلتك عادة؟

في أي محطة تتوقع النزول؟

في أي فترة زمنية تريد الوصول إلى محطة وجهتك (على سبيل المثال، 9-8 صباحًا)؟

يقدم

انقر على الصور أدناه للتعرف على مسودة خطة الخدمة!



SERVICE BENEFITS



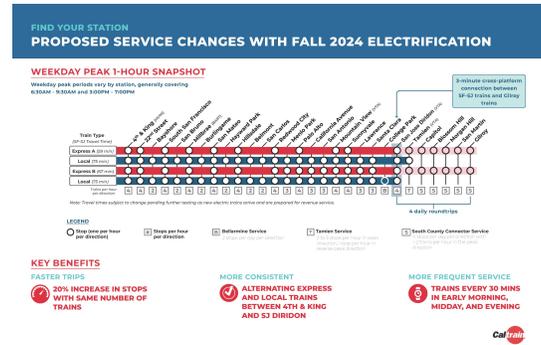
CHANGES IN THE PROPOSED FALL 2024 SERVICE

HOW IT WORKS TODAY	ELECTRIFIED SERVICE
Travel Times (San Francisco to San Jose)	Express In ~60 minutes Local In ~75 minutes
Longest Wait Time Between Trains	30 minutes on weekdays*
Stations with Trains Every 15 Minutes in the Peak Periods	11 stations
Southern Santa Clara County	Transfer at Diridon gives all passengers an opportunity to ride electric trains and saves Citrus passengers up to 20 minutes, 4 daily roundtrips.

*Weekend service plans will change further.

Note: These times subject to change pending further testing on new electric vehicles and/or expanded service.

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您预计您通常会使用 Caltrain 进行往返或单程旅行吗？

- 往返
- 单程

您通常如何从家前往 Caltrain？

选择您最常使用或旅行时间最长的选项。

- 走
- 自行车
- 交通
- 驾驶
- 其他 (请注明)

您通常如何从 Caltrain 到达目的地？

选择您最常使用或旅行时间最长的选项。

- 走
- 自行车
- 交通
- 驾驶
- 其他 (请注明)

电气化服务计划

电气化服务最令您兴奋的是什么？

对于 Caltrain 还有其他反馈吗？

Draft Electrified Service Plan

期待 2024 年秋季的电气化服务！

Draft Electrified Service Plan

关闭

当前和感兴趣的骑手调查

Caltrain 电气化服务计划于 2024 年秋季启动！请根据您一年后的预期旅行需求回答以下问题。

预计旅行

您预计您的旅程通常会从哪个车站开始？

您预计在哪个车站下车？

您希望在什么时间段到达目的地车站 (例如上午 8 点至 9 点) ？

提交

点击下方了解服务计划草案！



FASTER, MORE FREQUENT, SUSTAINABLE

SERVICE BENEFITS

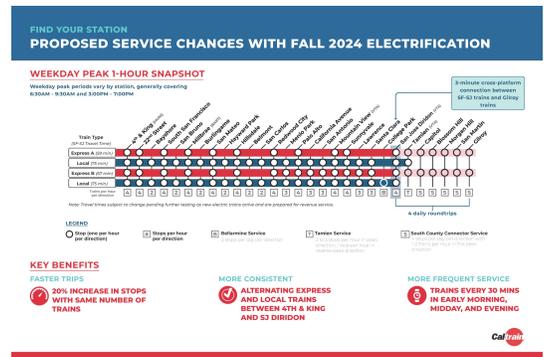
- Faster Trips
- More frequent Service
- Improved Connections
- Fully Electrified North of San Jose

CHANGES IN THE PROPOSED FALL 2024 SERVICE

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Prévoyez-vous que vous utiliserez habituellement Caltrain pour vos Allers-retour ou un aller simple ?

- Aller-retour
- Unidirectionnel

Comment vous rendriez-vous habituellement à Caltrain à partir de votre domicile ?

Choisissez l'option que vous utilisez le plus souvent ou pour la plus longue partie de votre voyage.

- Marche
- Vélo
- Transport en commun
- Conduisez
- Autre (veuillez préciser)

Comment vous arriveriez habituellement à votre destination depuis Caltrain ?

Choisissez l'option que vous utilisez le plus souvent ou pour la plus longue partie de votre voyage.

- Marche
- Vélo
- Transport en commun
- Conduisez
- Autre (veuillez préciser)

Plan de service électrifié

Qu'en est-il des services électrifiés qui vous passionnent le plus ?

D'autres commentaires pour Caltrain ?

Draft Electrified Service Plan

Soyez excité pour le service électrifié à l'automne 2024 !

Draft Electrified Service Plan

Fermé

Sondage auprès des usagers actuels et intéressés

Le service de Caltrain électrifié devrait débuter à l'automne 2024 ! Veuillez répondre aux questions suivantes en fonction de vos besoins de déplacement prévus dans un an.

Voyages prévus

À quelle station prévoyez-vous que votre voyage commencera habituellement ?

À quelle station prévoyez-vous que vous décollerez ?

Dans quelle période aimeriez-vous arriver à votre station de destination (p. ex. 8 h 9 h) ?

Soumettre

Cliquez sur les images ci-dessous pour en savoir plus sur l'ébauche du plan de services !



FASTER, MORE FREQUENT, SUSTAINABLE

SERVICE BENEFITS

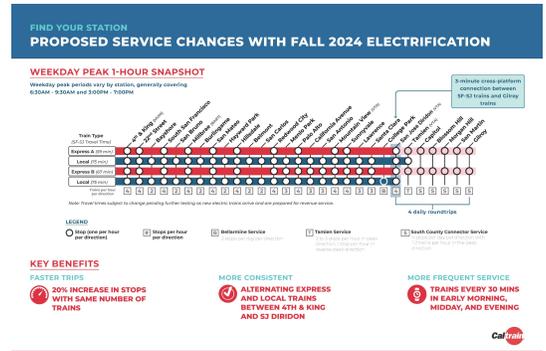
- Faster Trips
- More Frequent Service
- Improved Connections
- Fully Electrified North of San Jose

CHANGES IN THE PROPOSED FALL 2024 SERVICE

HOW IT WORKS TODAY	ELECTRIFIED SERVICE
Travel Times (San Francisco to San Jose)	
Express in ~45 minutes Local in ~75 minutes	Express in ~40 minutes Local in ~75 minutes
Longest Wait Time Between Trains	
60 minutes	30 minutes on weekdays*
Stations with Trains Every 15 Minutes in the Peak Periods	
6 stations	11 stations
Southern Santa Clara County	
4 daily roundtrips on diesel trains (Clayton to SJ)	Transfer at Diridon gives all passengers an opportunity to ride electric trains and saves Clayton passengers up to 35 minutes. 4 daily roundtrips.

*Weekend and holiday schedules available. Note: Transit times subject to change pending further testing on new electric trains and are only provided for reference.

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क्या आप आशा करते हैं कि आप आम तौर पर राउंड-ट्रिप या एक-तरफा यात्रा करने के लिए कैलट्रेन का उपयोग करेंगे?

- राउंड ट्रिप
- एक तरफा रास्ता

आप आमतौर पर अपने घर से कैलट्रेन कैसे पहुंचेंगे?

वह विकल्प चुनें जिसका उपयोग आप सबसे अधिक बार या अपनी यात्रा के सबसे लंबे समय के लिए करते हैं।

- टहलना
- साइकिल
- पारगमन
- गाड़ी चलाना
- अन्य (कृपया निर्दिष्ट करें)

आप आमतौर पर कैलट्रेन से अपने गंतव्य तक कैसे पहुंचेंगे?

वह विकल्प चुनें जिसका उपयोग आप सबसे अधिक बार या अपनी यात्रा के सबसे लंबे समय के लिए करते हैं।

- टहलना
- साइकिल
- पारगमन
- गाड़ी चलाना
- अन्य (कृपया निर्दिष्ट करें)

विद्युतीकृत सेवा योजना

विद्युतीकृत सेवा के बारे में आपके लिए सबसे रोमांचक क्या है?

कैलट्रेन के लिए कोई अन्य प्रतिक्रिया?

Draft Electrified Service Plan

2024 के पतन में विद्युतीकृत सेवा के लिए उल्साहित हों!

Draft Electrified Service Plan

बंद किया हुआ

वर्तमान एवं इच्छुक राइडर सर्वेक्षण

विद्युतीकृत कैलट्रेन सेवा शरद ऋतु 2024 में शुरू होने वाली है! कृपया अब से एक वर्ष बाद अपनी अनुमानित यात्रा आवश्यकताओं के आधार पर निम्नलिखित प्रश्नों के उत्तर दें।

प्रत्याशित यात्रा

आपको क्या लगता है कि आपकी यात्रा आम तौर पर किस स्टेशन से शुरू होगी?

आपको क्या उम्मीद है कि आप किस स्टेशन पर उतरेंगे?

आप अपने गंतव्य स्टेशन पर कितने समय में पहुंचना चाहेंगे (जैसे, सुबह 8-9 बजे)?

प्रस्तुत करना

ड्राफ्ट सेवा योजना के बारे में जानने के लिए नीचे दी गई छवियों पर क्लिक करें!



FASTER, MORE FREQUENT, SUSTAINABLE

SERVICE BENEFITS

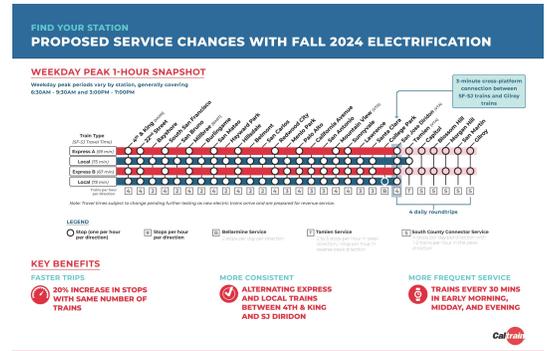
- Faster Trips
- More Frequent Service
- Improved Connections
- Fully Electrified North of San Jose

CHANGES IN THE PROPOSED FALL 2024 SERVICE

HOW IT WORKS TODAY	ELECTRIFIED SERVICE
Travel Times (San Francisco to San Jose)	
Express in ~45 minutes	Express in ~60 minutes
Local in ~70 minutes	Local in ~75 minutes
Longest Wait Time Between Trains	
60 minutes	30 minutes on weekdays*
Stations with Trains Every 15 Minutes in the Peak Periods	
6 stations	11 stations
Southern Santa Clara County	
4 daily roundtrips on diesel trains (Gilroy to SJ)	Transfer at Diridon gives all passengers an opportunity to ride electric trains and saves Gilroy passengers up to 35 minutes. 4 daily roundtrips.

*Weekend and holiday schedules available. Note: Travel times subject to change pending further testing on new electric trains and are provided for reference only.

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साइट में लॉग इन करें

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일반적으로 왕복 또는 편도 여행을 위해 Caltrain을 사용할 것으로 예상하시나요?

- 왕복 여행
- 일방 통행

집에서 Caltrain까지 보통 어떻게 가시나요?

가장 자주 사용하는 옵션이나 여행 중 가장 오랜 시간 동안 사용하는 옵션을 선택하세요.

- 걸다
- 자전거
- 운송
- 운전하다
- 기타 (구체적으로)

칼트레인(Caltrain)에서 목적지까지 보통 어떻게 가시나요?

가장 자주 사용하는 옵션이나 여행 중 가장 오랜 시간 동안 사용하는 옵션을 선택하세요.

- 걸다
- 자전거
- 운송
- 운전하다
- 기타 (구체적으로)

전기 서비스 계획

당신에게 가장 흥미로운 전기 서비스는 무엇입니까?

Caltrain에 대한 다른 의견이 있으신가요?

Draft Electrified Service Plan

2024년 가을 전기 서비스를 기대해 보세요!

Draft Electrified Service Plan

받은

현재 및 관심 있는 라이더 설문조사

2024년 가을부터 전동화 칼트레인 서비스 개시 예정! 지금으로부터 1년 후 예상되는 여행 요구 사항을 기준으로 다음 질문에 답해 주십시오.

예상되는 여행

여행은 일반적으로 어떤 역에서 시작될 것으로 예상하시나요?

어느 역에서 내릴 것으로 예상하시나요?

목적지 역에 도착하기를 원하는 시간은 언제입니까(예: 오전 8-9시)?

제출하다

서비스 계획 초안을 알아보려면 아래 이미지를 클릭하세요!

FASTER, MORE FREQUENT, SUSTAINABLE

SERVICE BENEFITS

- Faster Trips
- More Frequent Service
- Improved Connections
- Fully Electrified North of San Jose

CHANGES IN THE PROPOSED FALL 2024 SERVICE

HOW IT WORKS TODAY	ELECTRIFIED SERVICE
Travel Times (San Francisco to San Jose) Express in ~65 minutes Local in ~70 minutes	Express in ~60 minutes Local in ~75 minutes
Longest Walk Time Between Trains 60 minutes	30 minutes on weekdays*
Stations with Trains Every 15 Minutes in the Peak Periods 6 stations	11 stations
Southern Santa Clara County	Transfer at Diridon gives all passengers an opportunity to ride electric trains and saves City of San Jose passengers up to 28 minutes, 4 daily roundtrips.

*Weekend service plans will likely include 45 minutes.

(https://hdp-us-prod-app-fp-spp-files.s3.us-west-2.amazonaws.com/3916/9646/6443/Poster_Veritical_v4.02.jpg)

FIND YOUR STATION
PROPOSED SERVICE CHANGES WITH FALL 2024 ELECTRIFICATION

WEEKDAY PEAK 1-HOUR SNAPSHOT
Weekday peak periods vary by station, generally covering 8:00AM - 9:30AM and 3:30PM - 5:00PM.

KEY BENEFITS

- FASTER TRIPS**: 30% INCREASE IN STOPS WITH SAME NUMBER OF TRAINS
- MORE CONSISTENT**: ALTERNATING EXPRESS AND LOCAL TRAINS BETWEEN 4TH & KING AND S3 DIRIDON
- MORE FREQUENT SERVICE**: TRAINS EVERY 30 MINS IN EARLY MORNING, MIDDAY, AND EVENING

(https://hdp-us-prod-app-fp-spp-files.s3.us-west-2.amazonaws.com/5816/9646/6443/Poster_Horizontal_v4.jpg)

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Você prevê que normalmente usará o Caltrain para fazer uma viagem de ida e volta ou só de ida?

- Ida e volta
- Mão Única

Como você normalmente chegaria a Caltrain saindo de sua casa?

Escolha a opção que você usa com mais frequência ou durante o período mais longo da sua viagem.

- Andar
- Bicicleta
- Transito
- Dirigir
- Outro (por favor, especifique)

Como você normalmente chegaria ao seu destino saindo de Caltrain?

Escolha a opção que você usa com mais frequência ou durante o período mais longo da sua viagem.

- Andar
- Bicicleta
- Transito
- Dirigir
- Outro (por favor, especifique)

Draft Electrified Service Plan

Fique animado com o serviço eletrificado no outono de 2024!

Draft Electrified Service Plan

Fechadas

Pesquisa de passageiros atuais e interessados

O serviço eletrificado do Caltrain está programado para começar no outono de 2024! Por favor, responda às seguintes perguntas com base nas suas necessidades de viagem previstas para daqui a um ano.

Viagem antecipada

Em que estação você prevê que sua jornada normalmente começará?

Em que estação você prevê descer?

Algum outro feedback para Caltrain?

Enviar

Clique nas imagens abaixo para conhecer o rascunho do plano de serviços!

FASTER, MORE FREQUENT, SUSTAINABLE

SERVICE BENEFITS

- Faster Trips
- More Frequent
- Improved Connections
- Fully Electrified North of San Jose

CHANGES IN THE PROPOSED FALL 2024 SERVICE

HOW IT WORKS TODAY	ELECTRIFIED SERVICE
Travel Times (San Francisco to San Jose)	
Express in ~65 minutes	Express in ~60 minutes
Local in ~70 minutes	Local in ~75 minutes
Longest Wait Time Between Trains	
60 minutes	30 minutes on weekdays*
Stations with Trains Every 15 Minutes in the Peak Periods	
6 stations	11 stations
Southern Santa Clara County	
*Weekend service will be limited.	Transfer at Diridon gives all passengers an opportunity to ride electric trains and saves city passengers up to 28 minutes, 4 daily roundtrips.

*Weekend service will be limited. Note: Transfer at Diridon gives all passengers an opportunity to ride electric trains and saves city passengers up to 28 minutes, 4 daily roundtrips.

(https://hdp-us-prod-app-fp-spp-files.s3.us-west-2.amazonaws.com/3916/9646/6443/Poster_Ve rtical_v4.02.jpg)

Plano de Serviço Eletrificado

O que é mais interessante para você no serviço eletrificado?

FIND YOUR STATION
PROPOSED SERVICE CHANGES WITH FALL 2024 ELECTRIFICATION

WEEKDAY PEAK 1-HOUR SNAPSHOT
Weekday peak periods vary by station, generally covering 8:00am - 9:30am and 3:30pm - 5:00pm.

KEY BENEFITS

- FASTER TRIPS**: 20% INCREASE IN STOPS WITH SAME NUMBER OF TRAINS
- MORE CONSISTENT**: ALTERNATING EXPRESS AND LOCAL TRAINS BETWEEN 4TH & KING AND SJ DIRIDON
- MORE FREQUENT SERVICE**: TRAINS EVERY 30 MINS IN EARLY MORNING, MIDDAY, AND EVENING

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Предполагаете ли вы, что обычно будете использовать Caltrain для поездок туда и обратно или в одну сторону?

- Поездка туда и обратно
- В одну сторону

Как вы обычно добираетесь до Калтрэйна из дома?

Выберите вариант, которым вы пользуетесь чаще всего или для самой продолжительной части поездки.

- Ходить
- Велосипед
- Транзит
- Водить машину
- Другое (укажите)

Как вы обычно добираетесь до пункта назначения из Калтрэйна?

Выберите вариант, которым вы пользуетесь чаще всего или для самой продолжительной части поездки.

- Ходить
- Велосипед
- Транзит
- Водить машину
- Другое (укажите)

Draft Electrified Service Plan

Ожидайте электрификации осенью 2024 года!

Draft Electrified Service Plan

Закрето

Опрос текущих и заинтересованных пассажиров

Запуск электрифицированного поезда Caltrain запланирован на осень 2024 года! Пожалуйста, ответьте на следующие вопросы, исходя из ваших предполагаемых потребностей в поездках через год.

Ожидаемое путешествие

На какой станции, по вашему мнению, обычно начинается ваше путешествие?

На какой станции, по вашему мнению, вы выйдете?

Есть ли еще отзывы о Caltrain?

Представлять на рассмотрение

Нажмите на изображения ниже, чтобы узнать о проекте плана обслуживания!

FASTER, MORE FREQUENT, SUSTAINABLE

SERVICE BENEFITS

- Faster Trips
- More Frequent Service
- Improved Connections
- Fully Electrified North of San Jose

CHANGES IN THE PROPOSED FALL 2024 SERVICE

HOW IT WORKS TODAY	ELECTRIFIED SERVICE
Travel Times (San Francisco to San Jose)	
Express in ~65 minutes	Express in ~60 minutes
Local in ~70 minutes	Local in ~75 minutes
Longest Wait Time Between Trains	
60 minutes	30 minutes on weekdays*
Stations with Trains Every 15 Minutes in the Peak Periods	
6 stations	11 stations
Southern Santa Clara County	
*Transfer at Diridon gives all passengers an opportunity to ride electric trains and saves city passengers up to 28 minutes. A daily roundtrip.	

*Minimum transfer time will be 15 minutes. Note: Transfer at Diridon is not available for all electric trains and service is not available for all routes.

(https://hdp-us-prod-app-fp-spp-files.s3.us-west-2.amazonaws.com/3916/9646/6443/Poster_Vertical_v4.02.jpg)

План электрифицированного обслуживания

Что в электрифицированном обслуживании вас больше всего волнует?

FIND YOUR STATION
PROPOSED SERVICE CHANGES WITH FALL 2024 ELECTRIFICATION

WEEKDAY PEAK 1-HOUR SNAPSHOT
Weekday peak periods vary by station, generally covering 8:00am - 9:30am and 3:30pm - 5:00pm.

KEY BENEFITS

- FASTER TRIPS**
20% INCREASE IN STOPS WITH SAME NUMBER OF TRAINS
- MORE CONSISTENT**
ALTERNATING EXPRESS AND LOCAL TRAINS BETWEEN 4TH & KING AND S3 DIRIDON
- MORE FREQUENT SERVICE**
TRAINS EVERY 30 MINS IN EARLY MORNING, MIDDAY, AND EVENING

LEGEND

- Daily Hourly Service
- Peak Hour Service
- Bidirectional Service
- Urban Service
- South County Connector Service

3 include cross-platform connections between SF-SJ and Clay Street

4 daily roundtrips

Caltrain

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¿Anticipa que normalmente utilizará Caltrain para realizar un viaje de ida y vuelta o de ida?

- Ida y vuelta
- De una sola mano

¿Cómo llegarías normalmente a Caltrain desde tu casa?

Elige la opción que utilizas con más frecuencia o durante la mayor parte de tu viaje.

- Caminar
- Bicicleta
- Tránsito
- Conducir
- Otros (especificar)

¿Cómo llegaría normalmente a su destino desde Caltrain?

Elige la opción que utilizas con más frecuencia o durante la mayor parte de tu viaje.

- Caminar
- Bicicleta
- Tránsito
- Conducir
- Otros (especificar)

Draft Electrified Service Plan

¡Prepárese para el servicio electrificado en el otoño de 2024!

Draft Electrified Service Plan

Cerrado

Encuesta de pasajeros actuales e interesados

¡El servicio electrificado de Caltrain está programado para comenzar en el otoño de 2024! Responda las siguientes preguntas según sus necesidades de viaje previstas dentro de un año.

Viaje anticipado

¿En qué estación cree que normalmente comenzará su viaje?

¿En qué estación crees que te bajarás?

Enviar

¡Haga clic en las imágenes a continuación para conocer el borrador del plan de servicio!



FASTER, MORE FREQUENT, SUSTAINABLE

SERVICE BENEFITS

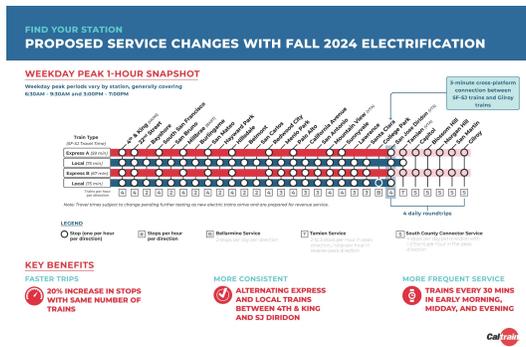
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- More Frequent Service
- Improved Connections
- Fully Electrified North of San Jose

CHANGES IN THE PROPOSED FALL 2024 SERVICE

HOW IT WORKS TODAY	ELECTRIFIED SERVICE
Travel Times (San Francisco to San Jose)	
Express in ~65 minutes	Express in ~60 minutes
Local in ~110 minutes	Local in ~75 minutes
Longest Wait Time Between Trains	
60 minutes	30 minutes on weekdays*
Stations with Trains Every 15 Minutes in the Peak Periods	
6 stations	11 stations
Southern Santa Clara County	
Transfer at Diridon gives all passengers an opportunity to ride electric trains and saves city passengers up to 28 minutes, 4 daily roundtrips.	

*Weekend and holiday times will be longer.
 *Note: Transfer at Diridon requires waiting for another train to reach Diridon which can be longer for certain routes.

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Draft Electrified Service Plan

Maging excited para sa nakuryenteng serbisyo sa Fall 2024!

Draft Electrified Service Plan

Sarado

Kasalukuyan at Interesadong Rider Survey

Nakatakdang magsimula ang serbisyo ng Electrified Caltrain sa Fall 2024! Mangyaring sagutin ang mga sumusunod na tanong batay sa iyong inaasahang pangangailangan sa paglalakbay isang taon mula ngayon.

Inaasahang Paglalakbay

Saang istasyon mo inaasahang magsisimula ang iyong paglalakbay?

Anong istasyon ang inaasahan mong bababaan mo?

Anumang iba pang feedback para sa Caltrain?

Ipasa

I-click ang mga larawan sa ibaba upang malaman ang tungkol sa draft na plano ng serbisyo!

FASTER, MORE FREQUENT, SUSTAINABLE

SERVICE BENEFITS

- Faster Trips
- More Frequent
- Improved Connections
- Fully Electrified North of San Jose

CHANGES IN THE PROPOSED FALL 2024 SERVICE

HOW IT WORKS TODAY	ELECTRIFIED SERVICE
Travel Times (San Francisco to San Jose)	
Express in ~65 minutes	Express in ~60 minutes
Local in ~70 minutes	Local in ~55 minutes
Longest Wait Time Between Trains	
60 minutes	30 minutes on weekdays*
Stations with Trains Every 15 Minutes in the Peak Periods	
6 stations	11 stations
Southern Santa Clara County	
Transfer at Diridon gives all passengers an opportunity to ride electric trains and saves city passengers up to 28 minutes. A daily roundtrip.	

*Weekend service will be limited.

(https://hdp-us-prod-app-fp-spp-files.s3.us-west-2.amazonaws.com/3916/9646/6443/Poster_Ve rtical_v4.02.jpg)

Sa anong oras na window mo gustong makarating sa iyong patutunguhan na istasyon (hal., 8-9am)?

Item #5.

5/29/2024

Inaasahan mo ba na karaniwan mong gagamitin ang Caltrain para gumawa ng round-trip o one-way na paglalakbay?

- Papunta at pabalik
- Isang daanan

Paano ka karaniwang makakarating sa Caltrain mula sa iyong tahanan?

Piliin ang opsyon na pinakamadalas mong gamitin o para sa pinakamahabang bahagi ng iyong biyahe.

- Maglakad
- Bisikleta
- Transit
- Magmaneho
- Iba pa (mangyaring tukuyin)

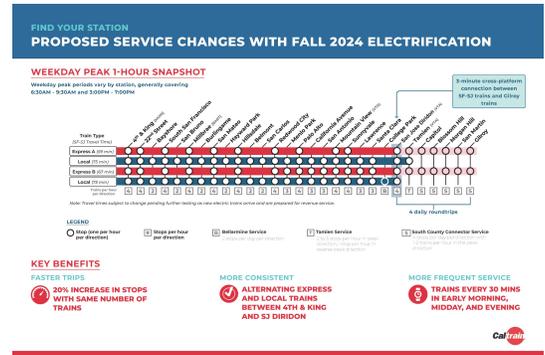
Paano ka karaniwang makakarating sa iyong patutunguhan mula sa Caltrain?

Piliin ang opsyon na pinakamadalas mong gamitin o para sa pinakamahabang bahagi ng iyong biyahe.

- Maglakad
- Bisikleta
- Transit
- Magmaneho
- Iba pa (mangyaring tukuyin)

Plano ng Serbisyon Nakuryente

Paano ang tungkol sa serbisyon nakuryente ang pinakakapana-panabik sa iyo?



(https://hdp-us-prod-app-fp-spp-files.s3.us-west-2.amazonaws.com/5816/9646/6443/Poster_Horizontal_v4.jpg)

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Draft Electrified Service Plan

Hãy hào hứng với dịch vụ điện khí hóa vào Mùa thu năm 2024!

Draft Electrified Service Plan

Đã đóng cửa

Khảo sát về hành khách hiện tại và quan tâm

Dịch vụ Caltrain điện khí hóa dự kiến sẽ bắt đầu vào mùa thu năm 2024! Vui lòng trả lời các câu hỏi sau dựa trên nhu cầu du lịch dự kiến của bạn trong một năm kể từ bây giờ.

Chuyến đi dự kiến

Bạn dự đoán hành trình của mình thường sẽ bắt đầu ở ga nào?

Bạn dự kiến sẽ xuống ga nào?

Nộp

Hãy nhấp vào các hình ảnh bên dưới để tìm hiểu về dự thảo gói dịch vụ!



(https://hdp-us-prod-app-fp-spp-files.s3.us-west-2.amazonaws.com/3916/9646/6443/Poster_Vertical_v4.02.jpg)

Bạn muốn đến ga đích vào khoảng thời gian nào (ví dụ: 8-9 giờ sáng)?

Item #5.
5/29/2024

Bạn có dự kiến rằng bạn thường sẽ sử dụng Caltrain để thực hiện hành trình khứ hồi hoặc một chiều không?

- Khứ hồi
- Một chiều

Bạn thường đến Caltrain từ nhà bằng cách nào?

Chọn tùy chọn bạn sử dụng thường xuyên nhất hoặc trong phần dài nhất của chuyến đi.

- Đi bộ
- Xe đạp
- quá cảnh
- Lái xe
- Khác (vui lòng ghi rõ)

Bạn thường đến đích từ Caltrain bằng cách nào?

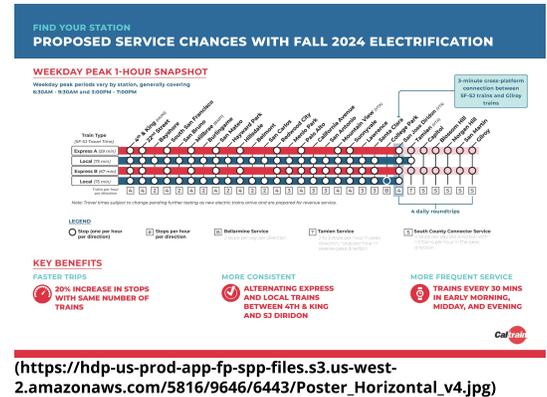
Chọn tùy chọn bạn sử dụng thường xuyên nhất hoặc trong phần dài nhất của chuyến đi.

- Đi bộ
- Xe đạp
- quá cảnh
- Lái xe
- Khác (vui lòng ghi rõ)

Kế hoạch dịch vụ điện khí hóa

Điều gì về dịch vụ điện khí hóa là điều thú vị nhất đối với bạn?

Bạn có phản hồi nào khác cho Caltrain không?



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ATTACHMENT 11: SOCIAL MEDIA OUTREACH



Our planning team is doing an outreach tour at some of our stations. Come join us at the San Mateo Station to learn more about future electrified service.

If you have any questions about upcoming weekend closures this is your chance to ask away!



3:59 PM · Oct 17, 2023 · 9,567 Views



Caltrain @Caltrain · Oct 26, 2023



Electrified service is expected September 2024 and we'd love to get your feedback and let us know about your travel needs. >>

fp.mysocialpinpoint.com/caltrains-draf... Survey closes soon!



fp.mysocialpinpoint.com
Draft Electrified Service Plan
Check out the draft service plan for Fall 2024!

2

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4.3K



**Peninsula Corridor Joint Powers Board
Staff Report**

To: Board of Directors
Through: Michelle Bouchard, Executive Director
From: Marian Lee, Diridon Project Director
Subject: **Authorize Execution of Funding Agreements with VTA for Use of Measure B and Regional Measure 3 Funds for Phase 2 of the Diridon Station Business Case**

Finance Committee Recommendation Technology, Operations, Planning, and Safety Committee Recommendation Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (Caltrain):

1. Authorize the Executive Director or designee to execute two funding agreements with Santa Clara Valley Transportation Authority (VTA) in a form approved by legal counsel for Caltrain to use Regional Measure 3 and Measure B funds for Phase 2 of the Diridon Station Business Case in the amount of \$6,300,000; and
2. Authorize the Executive Director or designee to file any other required documentation or take any other actions necessary to give effect to this action.

Discussion

Caltrain, VTA, the City of San José, the Metropolitan Transportation Commission, and the California High-Speed Rail Authority (CHSRA) (Partner Agencies) are working together on the Diridon Station Business Case to plan for the transformation of San Jose’s downtown transit hub.

The Business Case is split into two phases. Phase 1 of the Business Case is fully funded with anticipated completion in Summer 2024. It will deliver two station design alternatives to discuss with the community at large. In Phase 2 of the Business Case, the Partner Agencies will work with the community to refine the alternatives and identify a preferred alternative. After the Business Case is complete, the project will move into the environmental phase.

Caltrain staff have provided quarterly updates to the AMP Committee on the Phase 1 work and will present another update at the next AMP meeting in June.

Phase 2 Scope

The Project Partners have identified specific agency roles in Phase 2: The City of San José is responsible for community outreach, VTA is responsible for long-term governance and funding analysis, and Caltrain is responsible for the pre-environmental technical work (Phase 2 of the Business Case).

Caltrain’s scope of work, with support of the Project Partners, includes design refinement and a quantitative assessment of two alternatives that incorporates community and stakeholder feedback. The work will result in a final Business Case document recommending a preferred alternative, as well as the following technical deliverables: an initial geotechnical and hydrological review, construction phasing plan, 10% design plans including track engineering, configurations of grade separations, rough order-of-magnitude cost estimate, historic station modification feasibility study, and a station access and circulation analysis.

Phase 2 Funding

The Project Partners have identified the following funding sources for the different areas of work in Phase 2.

Phase 2 Topic	Responsible Agency	Estimated Budget	Funding Source
Community Outreach	City of San José	\$500,000	City of San Jose General Funds
Governance and Funding/Advocacy	VTA	\$700,000	Regional Measure 3
Pre-Environmental Technical Analyses (Phase 2 Business Case)	Caltrain	\$5,300,000	Regional Measure 3
		\$1,000,000	Measure B* *Funds allocated for Caltrain Corridor Capacity Improvements
PHASE 2 TOTAL		\$7,500,000	

Caltrain’s scope of the Phase 2 work will be funded using \$1,000,000 of Measure B funding and \$5.3 million of Regional Measure 3 (RM3) funding. The Measure B funding is identified for Caltrain Corridor Capacity Improvements in the Measure B Expenditure Plan and is administered by VTA. Caltrain will either need to amend the existing Measure B agreement with VTA or execute a new agreement to access these Measure B funds. The RM3 Expenditure Plan, administered by MTC, allocates \$100 million in capital funding for the San Jose Diridon Station with VTA as the project sponsor. Since VTA receives the funds directly from MTC, Caltrain needs a separate funding agreement with VTA for Caltrain to access the \$5.3 million.

Therefore, staff recommends the Board authorize the Executive Director or designee to execute two funding agreements with VTA for Caltrain to access Measure B and RM3 funds for Phase 2 of the Diridon Station Business Case.

Budget Impact

The execution of the agreement with VTA will provide \$6,300,000 in Regional Measure 3 funding to reimburse Caltrain expenses from the Phase 2 work of the Diridon Business Case. A separate capital budget amendment will be presented to the Board in Summer 2024, as part of the quarterly capital budget amendment process.

Prepared By: Gwen Buckley

Principal Planner

650-722-6827

Resolution No. 2024-

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

* * *

Authorizing Execution of Funding Agreements with the Santa Clara Valley Transportation Authority for Use of Measure B and Regional Measure 3 Funds for Phase 2 of the Diridon Station Business Case

Whereas, the Peninsula Corridor Joint Powers Board (JPB or Caltrain), the Santa Clara Valley Transportation Authority (VTA), the City of San José, the Metropolitan Transportation Commission (MTC), and the California High-Speed Rail Authority (CHSRA) (Partner Agencies) are working together on the Diridon Station Business Case (Business Case) to plan for the transformation of San Jose’s downtown transit hub; and

Whereas, the Partner Agencies have split the Business Case into two phases. Phase 1 of the Business Case is fully funded with anticipated completion in Summer 2024. It will deliver two station design alternatives to discuss with the community at large; and

Whereas, Phase 2 of the Business Case requires the Partner Agencies to work with the community to refine the alternatives and identify a preferred alternative. After the Business Case is complete, the project will move into the environmental phase; and

Whereas, Caltrain staff have provided quarterly updates to the AMP Committee on the Phase 1 work and plan to present another update at the next AMP meeting in June; and

Whereas, the Partner Agencies have identified specific agency roles in Phase 2: The City of San José is responsible for community outreach, VTA is responsible for long-term governance and funding analysis, and Caltrain is responsible for the pre-environmental technical work (Phase 2 of the Business Case); and

Whereas, Caltrain's scope of work, with support of the Partner Agencies, includes design refinement and a quantitative assessment of two alternatives that incorporates community and stakeholder feedback; and

Whereas, the Caltrain work will result in a final Business Case document recommending a preferred alternative, as well as the following technical deliverables: an initial geotechnical and hydrological review, construction, and phasing plan, 10% design plans including track engineering, configurations of grade separations, rough order-of-magnitude cost estimate, historic station modification feasibility study, and a station access and circulation analysis; and

Whereas, the Partner Agencies have identified funding sources for the different areas of work in Phase 2, including \$5,300,000 from Regional Measure 3 (RM3) and \$1,000,000 from Measure B funding for the Phase 2 Business Case; and

Whereas, the Partner Agencies have identified Measure B funding, which is administered by VTA, for Caltrain Corridor Capacity Improvements in the Measure B Expenditure Plan. Caltrain will either need to amend the existing Measure B agreement with VTA or execute a new agreement to access these Measure B funds. The RM3 Expenditure Plan, which is administered by MTC, allocates \$100 million in capital funding for the San Jose Diridon Station with VTA as the project sponsor. Since VTA receives the funds directly from MTC, Caltrain will execute a separate funding agreement with VTA for Caltrain to access the \$5.3 million; and

Whereas, staff will present a separate capital budget amendment to the Board of Directors (Board) of the JPB at a later date; and

Whereas, staff recommends that the Board:

1. Authorize the Executive Director or designee to execute an amendment to the existing Measure B Agreement with VTA or two new funding agreements with VTA in a form approved by legal counsel for Caltrain to use RM3 and Measure B funds for Phase 2 of the Diridon Station Business Case in the amount of \$6,300,000; and
2. Authorize the Executive Director or designee to file any other required documentation or take any other actions necessary to give effect to this action.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board, hereby:

1. Authorizes the Executive Director or designee to execute an amendment to the existing Measure B Agreement with VTA or two new funding agreements with VTA in a form approved by legal counsel for Caltrain to use RM3 and Measure B funds for Phase 2 of the Diridon Station Business Case in the amount of \$6,300,000; and
2. Authorizes the Executive Director, or designee, to file any other required documentation or take any other actions necessary to give effect to this action.

Regularly passed and adopted this 6th day of June 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Board of Directors
Through: Michelle Bouchard, Executive Director
From: David Covarrubias, Deputy Chief Financial Officer
Subject: **Award of Contract for Federal Legislative Advocacy Services**

Finance Committee Recommendation Technology, Operations, Planning, and Safety Committee Recommendation Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

The award of this contract will provide the Peninsula Corridor Joint Powers Board (JPB) with qualified and experienced Federal Legislative Advocacy Services (Services) for the effective pursuit of the JPB’s federal legislative priorities. These Services provide the JPB with a vital link to the White House, U.S. Congress, and pertinent federal agencies. The awarded consultant will represent and advocate on behalf of the JPB in its dealings with all relevant federal agencies, legislative bodies, and related interest groups.

Staff recommends that the Board of Directors (Board) of the JPB:

1. Award a contract to Holland & Knight LLP of Washington, D.C. (H&K) for a not-to-exceed amount of \$512,000 (\$462,000 for fixed monthly fees, plus \$50,000 for ad-hoc, as-needed services), to provide the Services for a five-year term.
2. Authorize the Executive Director or designee to execute a contract with H&K in full conformity with the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

Discussion

On January 12, 2024, the JPB, the San Mateo County Transit District (District), and the San Mateo County Transportation Authority (TA) (collectively referred to as the “Agencies”) issued a joint request for proposals (RFP) 24-S-J-T-P-035 to provide Federal Legislative Advocacy Services. Proposers had the option to submit proposals to one, two, or all three of the Agencies.

The RFP was posted to the Agencies’ eProcurement website, and fourteen potential proposers downloaded the RFP. On February 15, 2024, the proposals were due and the Agencies received proposals from three firms as follows:

PROPOSER	AGENCY		
	SAM	JPB	TA
Holland & Knight LLP	✓	✓	
Kadesh & Associates LLC			✓
Smith Dawson & Andrews, Inc.	✓		✓

The JPB received one proposal, from H&K, which staff found to be responsive to the requirements of the RFP.

A Selection Committee (Committee) composed of qualified staff from the JPB's Government & Community Affairs Department and the Chief of Staff for Caltrain, reviewed and evaluated the proposal in accordance with the following weighted criteria:

EVALUATION CRITERIA	MAX POINTS
Qualifications and Experience of Firm	35
Qualifications and Experience of Primary Lobbyist and Key Personnel	30
Approach to Scope of Services	15
Cost Proposal	20
Small Business Enterprise (SBE) Preference	5

After review, evaluation, and scoring H&K's proposal, the Committee determined that H&K possesses the requisite depth of knowledge and experience in federal legislative advocacy services for the effective advocacy of the JPB's federal legislative priorities.

Staff conducted a price analysis and determined the prices to be fair, reasonable, and consistent with those paid by other public agencies for similar services.

The proposed contract is for a not-to-exceed amount of \$512,000, of which \$462,000 is for monthly fixed fees and \$50,000 is for any additional ad-hoc services needed by the JPB during the five-year term.

Founded in 1968, H&K is a limited liability partnership with 34 offices and 2,200 attorneys and other professionals. Among the largest law firms in the U.S., H&K provides representation in federal advocacy, government regulatory affairs, business law, litigation, and real estate law.

The H&K Public Policy & Regulation Practice Group (PP&R), with more than 100 lobbyists and policy experts, includes former members of Congress and former members of staff from the White House, federal departments, presidential campaigns, former senior congressional committee and legislative staff members, and former state and local government officials. In addition, H&K has significant expertise working on federal transit and transportation programs.

H&K is the current provider for the Services for the JPB and has provided excellent service. The current five-year contract will expire on June 30, 2024.

Budget Impact

Funds for this contract are included in the JPB's Fiscal Year 2025 adopted Operating Budget and will be included in future years' operating budgets.

Prepared By:	Maria Flores	Procurement Administrator II	650.622.7892
	Devon Ryan	Government Affairs Officer	650.551.6165

Resolution No. 2024-

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

* * *

**Awarding a Contract to Holland & Knight LLP for a Total Not-to-Exceed
Amount of \$512,000 for Federal Legislative Advocacy Services for Five Years**

Whereas, on January 12, 2024, the Peninsula Corridor Joint Powers Board (JPB), the San Mateo County Transit District, and the San Mateo County Transportation Authority (together, the “Agencies”) issued a joint request for proposals (RFP) 24-S-J-T-P-035 to provide Federal Legislative Advocacy Services (Services); and

Whereas, Proposers had the option to submit proposals to one, two, or all three of the Agencies; and

Whereas, in response to the RFP, the Agencies received proposals from three firms by the due date of February 15, 2024, including one for the JPB received from Holland & Knight LLP of Washington D.C. (H&K); and

Whereas, a Selection Committee (Committee) composed of qualified staff from the JPB's Government & Community Affairs Department and the Chief of Staff for Caltrain reviewed and evaluated the proposal in accordance with the weighted criteria set forth in the RFP documents; and

Whereas, after a thorough evaluation of H&K's proposal, the Committee determined that H&K possesses the requisite depth of knowledge and experience in federal legislative advocacy services for the effective advocacy of the JPB’s federal legislative priorities; and

Whereas, staff and legal counsel reviewed H&K’s proposal and determined it complies with the requirements of the RFP; and

Whereas, staff conducted a price analysis and determined that H&K’s prices are fair and reasonable; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to H&K for a not-to-exceed amount of \$512,000 (\$462,000 for the fixed monthly fees, plus \$50,000 for ad-hoc, as-needed services), to provide Federal Legislative Advocacy Services for a five-year term.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a contract to Holland & Knight LLP of Washington D.C., for a not-to-exceed amount of \$512,000 to provide Federal Legislative Advocacy Services for a five-year term; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to execute a contract with H&K in full conformity with the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

Regularly passed and adopted this 6th day of June, 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Board of Directors
Through: Michelle Bouchard, Executive Director
From: David Covarrubias, Deputy Chief Financial Officer
Subject: **Award of Contract for State Legislative Advocacy Services**

Finance
Committee
Recommendation

Technology, Operations,
Planning, and Safety Committee
Recommendation

Advocacy and Major
Projects Committee
Recommendation

Purpose and Recommended Action

The award of this contract will provide the Peninsula Corridor Joint Powers Board (JPB) with qualified and experienced State Legislative Advocacy Services (Services) for the effective pursuit of the JPB’s state legislative priorities. These Services provide a vital link to the Governor’s Office, state legislature, and pertinent state agencies. The awarded consultant will represent and advocate on behalf of the JPB in its dealings with all relevant state agencies, legislative bodies, and related interest groups.

Staff recommends that the Board of Directors (Board) of the JPB:

1. Award a contract to Shaw Yoder Antwih Schmelzer & Lange, Inc. of Sacramento, California (SYASL), for a not-to-exceed amount of \$667,461 (\$617,461 for monthly fixed fees, plus \$50,000 for ad-hoc, as-needed services), to provide the Services for a five-year term.
2. Authorize the Executive Director or designee to execute a contract with SYASL in full conformity with the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

Discussion

On January 12, 2024, the JPB, the San Mateo County Transit District (District), and the San Mateo County Transportation Authority (TA) (collectively referred to as the “Agencies”) issued a joint request for proposals (RFP) 24-S-J-T-P-036 to provide State Legislative Advocacy Services. Proposers had the option to submit proposals to one, two, or all three of the Agencies.

The RFP was posted to the Agencies’ eProcurement website, and fourteen potential proposers downloaded the RFP. On February 15, 2024, the proposals were due and the Agencies received proposals from three firms:

PROPOSER	AGENCY		
	SAM	JPB	TA
Khouri Consulting LLC			✓
Politico Group, Inc.			✓
Shaw Yoder Antwih Schmelzer & Lange, Inc.	✓	✓	

The JPB received one proposal, from SYASL, which staff found to be responsive to the requirements of the RFP.

A Selection Committee (Committee) composed of qualified staff from the JPB's Government & Community Affairs Department and the Chief of Staff for Caltrain, reviewed and evaluated the proposal in accordance with the following weighted criteria:

EVALUATION CRITERIA	MAX POINTS
Qualifications and Experience of Firm	35
Qualifications and Experience of Primary Lobbyist and Key Personnel	30
Approach to Scope of Services	15
Cost Proposal	20
Small Business Enterprise (SBE) Preference	5

After review, evaluation, and scoring SYASL's proposal, the Committee determined that SYASL possesses the requisite depth of knowledge and experience in state legislative advocacy services for the effective advocacy of the JPB's state legislative priorities.

Staff conducted a price analysis and determined the prices to be fair, reasonable, and consistent with those paid by other public agencies for similar services.

The proposed contract is for a not-to-exceed amount of \$667,461, of which \$617,461 is for monthly fixed fees and \$50,000 is for any additional ad-hoc services needed by the JPB during the five-year term.

Located in Sacramento, California, SYASL specializes in advocacy, association management, and public affairs. SYASL is registered with the Fair Political Practices Commission and Secretary of State to lobby state government and is recognized in Sacramento as a transportation, infrastructure, local government, housing, land-use, climate, and water policy advocate. The firm has developed a specialty in these policy areas through its representation of public transit agencies, congestion management agencies, cities and counties, regional transportation planning agencies, county transportation commissions, local sales tax authorities, airports, ports, and air quality management districts.

SYASL is the current provider for the Services for the JPB and the District. Key personnel assigned to the JPB's account have unparalleled track records of delivering policy and funding

success and have provided excellent service over the years. The current five-year contract will expire on June 30, 2024.

Budget Impact

Funds for this contract are included in the JPB's Fiscal Year 2025 adopted Operating Budget and will be included in future years' operating budgets.

Prepared By:	Maria Flores	Procurement Administrator II	650.622.7892
	Devon Ryan	Government Affairs Officer	650.551.6165

Resolution No. 2024-

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

* * *

**Awarding a Contract to Shaw Yoder Antwih Schmelzer & Lange, Inc. for a
Total Not-to-Exceed Amount of \$667,461 for State Legislative Advocacy
Services for Five Years**

Whereas, on January 12, 2024, the Peninsula Corridor Joint Powers Board (JPB), the San Mateo County Transit District, and the San Mateo County Transportation Authority (together, the “Agencies”) issued a joint request for proposals (RFP) 24-S-J-T-P-036 to provide State Legislative Advocacy Services (Services); and

Whereas, Proposers had the option to submit proposals to one, two, or all three of the Agencies; and

Whereas, in response to the RFP, the Agencies received proposals from three firms by the due date of February 15, 2024, including one for the JPB from Shaw Yoder Antwih Schmelzer & Lange, Inc. of Sacramento, California (SYASL); and

Whereas, a Selection Committee (Committee) composed of qualified staff from the JPB's Government & Community Affairs Department and the Chief of Staff for Caltrain reviewed and evaluated the proposal in accordance with the weighted criteria set forth in the RFP documents; and

Whereas, after a thorough evaluation of SYASL's proposal, the Committee determined that SYASL possesses the requisite depth of knowledge and experience in state legislative advocacy services for the effective advocacy of the JPB’s state legislative priorities; and

Whereas, staff and legal counsel reviewed SYASL’s proposal and determined it complies with the requirements of the RFP; and

Whereas, staff conducted a price analysis and determined that SYASL’s prices are fair and reasonable; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to SYASL for a not-to-exceed amount of \$667,461 (\$617,461 for the fixed monthly fees, plus \$50,000 for ad-hoc, as-needed services), to provide State Legislative Advocacy Services for a five-year term.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a contract to Shaw Yoder Antwih Schmelzer & Lange, Inc. of Sacramento, California, for a not-to-exceed amount of \$667,461 to provide State Legislative Advocacy Services for a five-year term; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to execute a contract with SYASL in full conformity with the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

Regularly passed and adopted this 6th day of June, 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Board of Directors
Through: Michelle Bouchard, Executive Director
From: Casey Fromson, Chief of Staff
Subject: **State and Federal Legislative Update and Consideration of Position on SB 1031: The Connect Bay Area Act of 2024**

Finance Committee Recommendation Technology, Operations, Planning, and Safety Committee Recommendation Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

The 2024 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.

Staff proposes the Committee recommend the Board:

1. Receive the attached State and Federal Legislative Updates

Discussion

The update will discuss the federal budget process, relevant state legislation, and status of the Bay Area regional transportation measure.

Budget Impact

None.

Prepared By: Devon Ryan Government & Community Affairs 650.730.6172
Officer
Isabella Conferti Government & Community Affairs 650.647.3498
Specialist

Caltrain Bill Matrix as of 5/13/2024

Bill ID/Topic	Location	Summary	Position
<p>AB 6 Friedman D</p> <p>Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions.</p>	<p>This bill is dead.</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 that each regional transportation plan 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. This bill would require the state board, after January 1, 2024, and not later than September 30, 2026, to establish additional targets for 2035 and 2045, respectively, as specified. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 7 Friedman D</p> <p>Transportation: planning: project selection processes.</p>	<p>This bill is dead.</p>	<p>Existing law establishes within state government the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. The agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over each department within the agency. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. On and after January 1, 2025, and to the extent applicable, feasible, and cost effective, this bill would require the agency, the Department of Transportation, and the California Transportation Commission to incorporate specified goals into program funding guidelines and processes. This bill contains other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 761 Friedman D</p> <p>Local finance: enhanced infrastructure financing districts.</p>	<p>This bill is in the Senate Local Government Committee.</p>	<p>Existing law establishes enhanced infrastructure financing districts to finance public capital facilities or other specified projects of communitywide significance. Existing law provides for the membership of the governing body of the district, referred to as the public financing authority. Existing law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district by adopting a resolution of intention to establish the proposed district which, among other things, is required to state that an enhanced infrastructure financing district is proposed and describe the boundaries of the proposed district. Existing law requires the public financing authority to direct the preparation of and adopt an infrastructure financing plan consistent with the general plan and any relevant specific plan, and consisting of, among other things, a financing section. Existing law requires that the financing section include a plan for financing the public facilities, a limit on the total number of dollars of taxes that may be allocated to the district pursuant to the plan, and a date, either not more than 45 years from the date on which the issuance of the bonds is approved for the plan on which the district will cease to exist, by which time all tax allocation to the district will end, or, where the district is divided into project areas, a date on which the infrastructure financing plan will cease to be in effect and all tax allocations to the district will end and a date on which the district's authority to repay indebtedness with incremental tax revenues will end, as specified. This bill, for plans proposed on or after January 1, 2024, would specify that for the purpose of development and construction of passenger rail projects in the County of Los Angeles where at least 75% of the revenue from the district is used for debt service on a federal Transportation Infrastructure Finance and Innovation Act loan, the date on which the district will cease to exist shall not be more than 75 years from the date of the issuance of bonds or approval of a loan, as specified. This bill would make legislative findings and declarations as to the necessity of a special statute for specified districts enacted primarily for the purpose of development and construction of zero-emission mass transit projects.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 817 Pacheco D</p> <p>Open meetings: teleconferencing: subsidiary body.</p>	<p>This bill is in the Senate Local Government Committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, each legislative body of a local agency to provide notice of the time and place for its regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. Existing law authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency (emergency provisions) and, until January 1, 2026, in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency’s jurisdiction and other requirements are met (nonemergency provisions). Existing law imposes different requirements for notice, agenda, and public participation, as prescribed, when a legislative body is using alternate teleconferencing provisions. The nonemergency provisions impose restrictions on remote participation by a member of the legislative body and require the legislative body to specific means by which the public may remotely hear and visually observe the meeting. This bill, until January 1, 2026, would authorize a subsidiary body, as defined, to use similar alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 914 Friedman D</p> <p>Electrical infrastructure: California Environmental Quality Act: review time period.</p>	<p>This bill is dead.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires each state agency to establish, by resolution or order, time limits for completing the environmental review of a project where the state agency is the lead agency for the project, as specified. This bill, until January 1, 2031, would require a state agency, acting as the lead agency, to complete its environmental review for an electrical infrastructure project and to approve or deny the project within 2 years of the submission and acceptance of a complete application for the issuance of a lease, permit, license, certificate, or other entitlement for use for electrical infrastructure to the state agency. If the state agency fails to meet this deadline, the bill would require the state agency to submit to the Legislature a report setting forth the reasons that the review could not be completed within the time period and identifying potential impacts to the electrical system that could result from the delay. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 1516 Kalra D</p> <p>Labor and Workforce Development Agency: working group: minimum wage.</p>	<p>This bill is in the Senate Labor, Public Employment and Retirement Committee.</p>	<p>Existing law establishes the Department of Industrial Relations within the Labor and Workforce Development Agency to, among other things, foster, promote, and develop the welfare of the wage earners of California, to improve their working conditions, and to advance their opportunities for profitable employment. Existing law establishes the Division of Labor Standards Enforcement under the direction of the Labor Commissioner within the Department of Industrial Relations, and requires the division to ascertain the wages paid to all employees in this state, to ascertain the hours and conditions of labor and employment in the various occupations, trades, and industries in which employees are employed in this state, and to investigate the health, safety, and welfare of those employees. This bill would require the Labor and Workforce Development Agency to convene a working group to study and evaluate topics related to the minimum wage in California. The bill would require the working group to submit to the Legislature, on or before July 1, 2025, a report that outlines recommendations for raising the minimum wage for all workers in California.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1837 Papan D</p> <p>San Francisco Bay area: public transit: Regional Network Management Council.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. Existing law requires the commission to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction, as specified. This bill would create the Regional Network Management Council as an 11-member council to represent the interests of its stakeholders, to provide leadership and critical input on regional transit policies, and to provide executive guidance on regional transit policies and actionable implementation plans in pursuit of transformative improvements in the customer experience San Francisco Bay area transit. The bill would require the commission to facilitate the creation of the council. By requiring the commission to facilitate the creation of the council, and requiring certain employees of specified local agencies to serve on the council, the bill would impose a state-mandated local program.</p>	<p>Support and Seek Amendments</p>
<p>AB 1870 Ortega D</p> <p>Notice to employees: legal services.</p>	<p>This bill is in the Senate Labor, Public Employment and Retirement Committee.</p>	<p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of employment. Employers who are subject to the workers' compensation system are generally required to keep posted in a conspicuous location frequented by employees and easily read by employees during the hours of the workday a notice that includes, among other information, to whom injuries should be reported, the rights of an employee to select and change a treating physician, and certain employee protections against discrimination. Existing law requires the administrative director to make the form and content of this notice available to self-insured employers and insurers. This bill would require the notice to include information concerning an injured employee's ability to consult a licensed attorney to advise them of their rights under workers' compensations laws, as specified. The bill would also make technical, nonsubstantive changes to these provisions.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1879 Gipson D</p> <p>Electronic signatures.</p>	<p>This bill is in the Senate Judiciary Committee.</p>	<p>Existing law authorizes, in any written communication with a public entity, the use of a digital signature, which is defined, in part, as a type of electronic signature, as defined. Under existing law, a digital signature has the same force and effect as the use of a manual signature if it complies with specified requirements and the public entity elects to use a digital signature. Existing law requires, at the option of the parties, the use or acceptance of a digital signature. This bill would require, at the option of the parties, the use or acceptance of an electronic signature, including a digital signature, unless otherwise provided. Under the bill, a digital signature would also have the same force and effect as the use of a manual signature if it complies with the above-referenced requirements and the public entity’s use of a digital signature is mandated. The bill would also make nonsubstantive changes to these provisions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1890 Patterson, Joe R</p> <p>Public works: prevailing wage.</p>	<p>This bill is in the Senate Public Employment and Retirement Committee.</p>	<p>Existing law defines the term “public works” for the purposes of requirements regarding the payment of prevailing wages, the regulation of working hours, and the securing of workers’ compensation for public works projects. Existing law requires an entity awarding a public works contract, as specified, to provide notice to the Department of Industrial Relations. Existing law requires civil penalties to be imposed on an entity that fails to provide that required notice and authorizes the Labor Commissioner to issue a citation for civil penalties to an entity that fails to provide the required notice. This bill would additionally require the awarding body to provide notice to the department if there is a change in the identity of a contractor or subcontractor performing the project or, within 30 days, if the total amount of the contract change exceeds \$10,000. By creating new notification requirements for public agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1904 Ward D</p> <p>Transit buses: yield right-of-way sign.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>Existing law authorizes a transit bus in the Santa Cruz Metropolitan Transit District and the Santa Clara Valley Transportation Authority to be equipped with a yield right-of-way sign on the left rear of the bus if the applicable entity approves a resolution requesting that this section be made applicable to it. Existing law requires the sign to be designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers. This bill would expand the authorization to equip transit buses, as described above, to apply to any transit agency if the transit agency approves a resolution that this authorization be made applicable to it. The bill would also authorize the yield right-of-way sign to be a static decal, and would only impose the above-described design and illumination requirements on a sign that is a flashing light-emitting diode (LED) sign.</p>	

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<p>AB 1958 Berman D</p> <p>Santa Clara Valley Transportation Authority: board of directors.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>Existing law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Existing law vests the government of the VTA in a 12-member board of directors, appointed by the County of Santa Clara and the cities within the county, as specified. Existing law requires, to the extent possible, the county and cities to appoint individuals to the board of directors who have expertise, experience, or knowledge relative to transportation issues. This bill would require, to the extent possible, the county and cities to appoint individuals to the board of directors who have expertise, experience, or knowledge relative to transportation or project management issues.</p>	
<p>AB 2090 Irwin D</p> <p>Office of Farm to Fork: food deserts: transportation.</p>	<p>This bill has been referred to the Assembly Appropriations Suspense File.</p>	<p>Existing law creates the Office of Farm to Fork within the Department of Food and Agriculture, and requires the office, to the extent that resources are available, to work with various entities to increase the amount of agricultural products available to underserved communities and schools in the state. Existing law requires the office, among other things, to identify distribution barriers that affect limited food access and work to overcome those barriers through various actions and to coordinate with school districts and representatives to, among other things, increase the nutritional profile of foods provided in schools. This bill would require the office to also work with transportation agencies to increase the amount of agricultural products available to underserved communities and schools in the state, and to prioritize the department's efforts in food deserts, as defined, throughout the state, especially cities and counties that are most impacted by food insecurity, as defined. The bill would require the office to work to overcome those identified distribution barriers by also facilitating partnerships between statewide, regional, and local transportation agencies to address inadequate public transportation lines in urban and rural communities, with the aim of connecting all communities to adequate and nutritional food access, as provided. The bill would require the office to coordinate with school districts and representatives to assess access to school breakfast and lunch programs during scheduled academic calendar breaks and school closures.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2192 Carrillo, Juan D</p> <p>Public agencies: cost accounting standards.</p>	<p>This bill has been ordered to the Consent Calendar on the Assembly Floor.</p>	<p>Existing law, the Uniform Public Construction Cost Accounting Act, authorizes a public agency, whose governing board has by resolution elected, to become subject to uniform construction cost accounting procedures. Existing law provides for the development of cost accounting standards and an alternative method for the bidding of public works projects by public entities. The act defines “public project” to include, among other things, construction, reconstruction, erection, alteration, renovation, improvement, demolition, and repair work involving any publicly owned, leased, or operated facility. This bill would define “public project” to additionally include installations involving any publicly owned, leased, or operated facility. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 2233 Schiavo D</p> <p>Building standards: toilet compartments.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law, the California Building Standards Law, establishes the California Building Standards Commission within the Department of General Services and sets forth its powers and duties, including approval and adoption of building standards and codification of those standards into the California Building Standards Code. Existing law also establishes that in the Department of General Services, there is a State Architect, appointed by the Governor, as specified, who is required to report directly to the Director of General Services. This bill would require the Division of the State Architect, as part of the next intervening edition of the California Building Standards Code adopted after January 1, 2025, to propose for adoption building standards that increase the total minimum number of ambulatory accessible toilet compartments to 5% of the total number of toilet compartments, with at least one ambulatory accessible toilet compartment. The bill would require that these standards be in addition to wheelchair accessible toilet compartment standards. The bill would also require the Division of the State Architect to consider additional changes to ambulatory accessible toilet compartment standards to improve accessibility.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2302 Addis D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in specified circumstances if, during the teleconference meeting, 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 boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Existing law imposes prescribed restrictions on remote participation by a member under these alternative teleconferencing provisions, including establishing limits on the number of meetings a member may participate in solely by teleconference from a remote location, prohibiting such participation for a period of more than 3 consecutive months or 20% of the regular meetings for the local agency within a calendar year, or more than 2 meetings if the legislative body regularly meets fewer than 10 times per calendar year. This bill would revise those limits, instead prohibiting such participation for more than a specified number of meetings per year, based on how frequently the legislative body regularly meets. The bill, for the purpose of counting meetings attended by teleconference, would define a “meeting” as any number of meetings of the legislative body of a local agency that begin on the same calendar day. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2325 Lee D</p> <p>San Francisco Bay Area Rapid Transit District: officers: designation and appointment.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law establishes the San Francisco Bay Area Rapid Transit District, governed by a board of directors, with specified powers and duties relative to the construction and operation of a rapid transit system. Under existing law, the officers of the district consist of the members of the board, a secretary, a general manager, a general counsel, a treasurer, a controller, and other officers, assistants, and deputies that the board may provide for by ordinance or resolution, as specified. Existing law requires the board to appoint, and authorizes the board to remove, the secretary, the general manager, the general counsel, the treasurer, and the controller. Existing law requires all other officers and employees of the district to be appointed by, and to serve at the pleasure of, the general manager. This bill would eliminate the treasurer and controller as specifically designated officers of the district and as positions subject to appointment and removal by the board. The bill would also eliminate specified qualifications applicable to the controller.</p>	<p>Watch</p>
<p>AB 2421 Low D</p> <p>Employer-employee relations: confidential communications.</p>	<p>This bill has been referred to the Assembly Appropriations Suspense file.</p>	<p>Existing law that governs the labor relations of public employees and employers, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, provisions relating to higher education, and provisions relating to the the San Francisco Bay Area Rapid Transit District, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would also prohibit a local public agency employer, a state employer, a public school employer, a higher education employer, or the district from questioning any employee or employee representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2455 Gabriel D</p> <p>Whistleblower protection: state and local government procedures.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law authorizes a city, county, or city and county auditor or controller to maintain a whistleblower hotline to receive calls from persons who have information regarding fraud, waste, or abuse by local government employees, as specified. Existing law authorizes the county auditor to refer calls received on the whistleblower hotline to the appropriate government authority for review and possible investigation. During the initial review of a call, existing law requires the auditor, controller, or other appropriate governmental agency to hold in confidence information disclosed through the whistleblower hotline, as specified. Upon receiving specific information that an employee or local government has engaged in an improper activity, as defined, existing law authorizes a city or county auditor to conduct an investigative audit of the matter, as specified. This bill would expand the above-described duties and authorizations to the auditor’s or controller’s designee, as specified. The bill would recast information regarding fraud, waste, or abuse by local government employees as improper governmental activity, as defined, and expand its scope to include activity by a local agency, employee, or contractor or subcontractor. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2503 Lee D</p> <p>California Environmental Quality Act: exemption: passenger rail projects.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements certain transportation-related projects if specified requirements are met, including that a local agency, as defined, is carrying out the project and that the project will be completed by a skilled and trained workforce, as provided. CEQA includes within these exempt transportation-related projects a public project for the institution or increase of bus rapid transit, bus, or light rail service, which will be exclusively used by low-emission or zero-emission vehicles, on existing public rights-of-way or existing highway rights-of-way. Existing law requires the lead agency, if it determines that a transportation-related project is exempt from CEQA and determines to carry out the project, to file a notice of exemption with the Office of Planning and Research and the county clerk in which the project is located. This bill would expand that exemption from CEQA to include a public project for the institution or increase of other passenger rail service, which will be exclusively used by zero-emission trains, on existing public rights-of-way or existing highway rights-of-way. Because the bill would increase the duties of the county clerk, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2553 Friedman D</p> <p>Housing development: major transit stops: vehicular traffic impact fees.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law, 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. CEQA exempts from its requirements residential projects on infill sites and transit priority projects that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines “major transit stop” to include, among other locations, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This bill would revise the definition of “major transit stop” to increase the frequency of service interval to 20 minutes. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2561 McKinnor D</p> <p>Local public employees: vacant positions.</p>	<p>This bill has been referred to the Assembly Appropriations Suspense file.</p>	<p>Existing law, the Meyers-Milias-Brown Act (act), authorizes local public employees, as defined, to form, join, and participate in the activities of employee organizations of their own choosing for the purpose of representation on matters of labor relations. The act prohibits a public agency from, among other things, imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with specified employee rights guaranteed by the act. This bill would require each public agency with bargaining unit vacancy rates exceeding 10% for more than 90 days within the past 180 days to meet and confer with a representative of the recognized employee organization to produce, publish, and implement a plan consisting of specified components to fill all vacant positions within the subsequent 180 days. The bill would require the public agency to present this plan during a public hearing to the governing legislative body and to publish the plan on its internet website for public review for at least one year. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. The bill would also include findings that changes proposed by this bill address a matter of statewide concern.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2661 Soria D</p> <p>Electricity: transmission facility planning: Westlands Water District.</p>	<p>This bill has been referred to the Assembly Appropriations Suspense file.</p>	<p>Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities. Existing law requires the PUC to adopt a process for each load-serving entity, as defined, to file an integrated resource plan and a schedule for periodic updates to the plan to ensure that it meets, among other things, the state’s targets for reducing emissions of greenhouse gases and the requirement to procure at least 60% of its electricity from eligible renewable energy resources by December 31, 2030. Under existing law, after the load-serving entities updated the integrated resource plans pursuant to the schedule adopted by the PUC, the PUC adopted an aggregated resource portfolio known as the preferred system plan. Existing law establishes an Independent System Operator (ISO) as a nonprofit public benefit corporation, and requires the ISO to ensure the efficient use and reliable operation of the electrical transmission grid consistent with the achievement of planning and operating reserve criteria, as specified. Existing law requires the PUC, in consultation with the State Energy Resources Conservation and Development Commission, to provide, not later than March 31, 2024, transmission-focused guidance to the ISO about resource portfolios of expected future renewable energy resources and zero-carbon resources. Existing law requires the guidance to include the allocation of those resources by region based on technical feasibility and commercial interest in each region. This bill would require the PUC to perform a sensitivity analysis evaluating the potential for 10,000 to 30,000 megawatts of solar electrical generation located in the Central Valley beyond the amount of solar electrical generation described in the most recently adopted preferred system plan as of January 1, 2025. The bill would require the PUC to transmit the sensitivity analysis to the ISO for evaluation as part of the next transmission planning process. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2669 Ting D</p> <p>Toll bridges: tolls.</p>	<p>This bill has been referred to the Assembly Appropriations Suspense file.</p>	<p>Existing law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and private entities that have entered into a franchise agreement with the state. This bill would prohibit a toll from being imposed on the passage of a pedestrian, bicycle, or personal micromobility device over these various toll bridges, unless the bridge was under construction on or after January 1, 2025, and the tolls are used to fund the cost of constructing the bridge.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2712 Friedman D</p> <p>Preferential parking privileges: transit-oriented development.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law authorizes a local authority, by ordinance or resolution, to prohibit or restrict the stopping, parking, or standing of vehicles on certain streets or highways during all or certain hours of the day. Existing law authorizes the ordinance or resolution to include a designation of certain streets upon which preferential parking privileges are given to residents and merchants adjacent to the streets for their use and the use of their guests, under which the residents and merchants may be issued permits that exempt them from the prohibition or restriction of the ordinance or resolution. Existing law prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project that is located within 1/2 mile of public transit, as defined, unless the public agency makes written findings that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact on, among other things, the city's, county's, or city and county's ability to meet its share of the regional housing need for low- and very low income households. This bill would, for purposes of its provisions, define "development project" to mean a residential, commercial, or other development project exempt from minimum automobile parking requirements, or subject to parking minimum reductions based on any other applicable law, located within the boundaries of the City of Los Angeles. This bill, for a development project that is located within a preferential parking area, would require the development project to be excluded from the boundaries of the preferential parking area and would prohibit the local authority, as defined, from issuing any permit to the residents, vendors, or visitors of the development project that grants preferential parking privileges. However, the bill would also authorize a local authority to issue permits to residents or vendors of the development project that is within the boundaries of a preferential parking area if the issuing the permit does not cause overcrowding in the preferential parking area for existing residents. The bill would also provide that none of the above-described provisions prohibit local authorities from issuing permits to residents of developments projects that occupy deed-restricted units intended for specified households. This bill contains other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2715 Boerner D</p> <p>Ralph M. Brown Act: closed sessions.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law, the Ralph M. Brown Act, generally requires that all meetings of a legislative body of a local agency be open and public and that all persons be permitted to attend and participate. Existing law authorizes a legislative body to hold a closed session with specified individuals on, among other things, matters posing a threat to the security of essential public services, as specified. This bill would additionally authorize a legislative body to hold a closed session with other law enforcement or security personnel and to hold a closed session on a threat to critical infrastructure controls or critical infrastructure information, as defined, relating to cybersecurity. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2751 Haney D</p> <p>Employer communications during nonworking hours.</p>	<p>This bill has been referred to the Assembly Appropriations Suspense file.</p>	<p>Existing law, including statutory provisions and orders of the Industrial Welfare Commission, as enforced by the Division of Labor Standards Enforcement, regulates the wages, hours, and working conditions of employees. Existing law makes it a crime for an employer to require or cause any employee to work for longer hours than those fixed or under conditions of labor prohibited by an order of the commission or to violate or refuse or neglect to comply with specified statutes on wages, hours, and working conditions or any order or ruling of the commission. This bill would require a public or private employer to establish a workplace policy that provides employees the right to disconnect from communications from the employer during nonworking hours, except as specified. The bill would define the “right to disconnect” to mean that, except for an emergency or for scheduling, as defined, an employee has the right to ignore communications from the employer during nonworking hours. The bill would require nonworking hours to be established by written agreement between an employer and employee. The bill would authorize an employee to file a complaint of a pattern of violation of the bill’s provisions with the Labor Commissioner, punishable by a specified civil penalty.</p>	<p>Watch</p>
<p>AB 2781 Irwin D</p> <p>Public contracting: state grants: prohibition.</p>	<p>This bill has been referred to the Assembly Appropriations Suspense file.</p>	<p>Existing law governs the bidding and awarding of public contracts by public entities, as defined, and imposes additional requirements on state agencies when awarding contracts. This bill would require a state agency, as defined, to include, when awarding a contract for grant administration services, as defined, in the terms of the contract a provision that sets forth standards for resolving actual or perceived conflicts of interest for the contractor.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2813 Aguiar-Curry D Government Investment Act.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law, known as the Proposition 218 Omnibus Implementation Act, defines various terms and prescribes procedures and parameters for local jurisdictions to comply with specified provisions of the California Constitution. The Legislature adopted Assembly Constitutional Amendment 1 (ACA 1) at the 2023–24 Regular Session of the Legislature, which, if approved by the voters, would amend and add provisions of the California Constitution to (1) create an additional exception to the 1% limit on the ad valorem tax rate on real property by authorizing a local jurisdiction 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, if the proposition proposing that tax is approved by 55% of the voters in that local jurisdiction; and (2) authorize a local jurisdiction to impose, extend, or increase a sales and use tax to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, if the proposition proposing that tax is approved by 55% of the voters in that local jurisdiction. This bill, for purposes of ACA 1, would define “affordable housing” to include rental housing, ownership housing, interim housing, and affordable housing programs such as downpayment assistance, first-time homebuyer programs, and owner-occupied affordable housing rehabilitation programs. The bill would require a local government to ensure that any project that is funded with ACA 1 bonded indebtedness or ACA 1 special taxes to have an estimated useful life of at least 15 years or 5 years if the funds are for specified public safety buildings, facilities, and equipment. This bill would specify that a parcel tax imposed pursuant to ACA 1 may include an exemption for persons who are 65 years of age or older, older whose annual income does not exceed 250% of the 2012 federal poverty guidelines, persons receiving Supplemental Security Income for a disability, or persons receiving Social Security Disability Insurance Benefits and whose yearly income does not exceed specified amounts. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2854 Irwin D</p> <p>Bradley-Burns Uniform Local Sales and Use Tax Law.</p>	<p>This bill has been referred to the Assembly Appropriations Suspense File.</p>	<p>The Bradley-Burns Uniform Local Sales and Use Tax Law (Bradley-Burns) authorizes counties and cities to impose local sales and use taxes in conformity with the Sales and Use Tax Law. Existing law, on or after January 1, 2016, prohibits a local agency from entering into any form of agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of Bradley-Burns local tax revenues to any person, as defined, for any purpose, if the agreement results in a reduction in the amount of Bradley-Burns local tax revenues that, in the absence of the agreement, would be received by another local agency and the retailer continues to maintain a physical presence within the territorial jurisdiction of that other local agency, with specified exceptions. This bill would require a local agency, as defined, to annually provide specified information relating to each agreement resulting in the direct or indirect payment, transfer, diversion, or rebate of Bradley-Burns local tax revenues to the California Department of Tax and Fee Administration. The bill would additionally require the local agency to publish that information on its internet website. The bill would impose monetary penalties on any local agency that fails to provide information to the department or fails to publish information to its internet website, as prescribed. By expanding the duties of local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2879 Fong, Vince R</p> <p>High-Speed Rail Authority: contracting.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority, composed of 11 members, to develop and implement a high-speed rail system in the state, with specified powers and duties. The act authorizes the authority to enter into contracts with private or public entities for the design, construction, and operation of high-speed trains. The act requires the authority to appoint an executive director to administer the affairs of the authority as directed by the authority. This bill, notwithstanding the authority's ability to delegate power to the executive director, would require any contract change order with a value greater than \$100,000,000 to be approved by the authority.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 3177 Carrillo, Wendy D</p> <p>Mitigation Fee Act: land dedications: mitigating vehicular traffic impacts.</p>	<p>This bill in the Assembly Appropriations Committee.</p>	<p>Existing law, the Mitigation Fee Act, imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project. Existing law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for the fee to reflect a lower rate of automobile trip generation if the housing development satisfies specified characteristics, including that the housing development is located within 1/2 mile of a transit station. Existing law defines transit station for these purposes to mean a rail or light-rail station, ferry terminal, bus hub, or bus transfer station. This bill would instead require the housing development to be located within 1/2 mile of a transit priority area for purposes of a local agency setting the rate for a mitigating vehicular traffic impacts fee to reflect a lower rate of automobile trip generation. The bill would define “transit priority area” as an area within 1/2 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 3186 Petrie-Norris D</p> <p>Public works: prevailing wages: access to records.</p>	<p>This bill has been referred to the Assembly Appropriations Suspense file.</p>	<p>Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works and imposes misdemeanor penalties for a willful violation of this requirement. Existing law defines “public works,” for the purposes of regulating public works contracts, as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Existing law requires the Labor Commissioner to investigate allegations that a contractor or subcontractor violated the law regulating public works projects, including the payment of prevailing wages. Existing law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. Existing law requires any copy of records made available for inspection as copies and furnished upon request to the public or any public agency to be marked or obliterated to prevent disclosure of an individual’s name, address, and social security number but specifies that any copy of records made available to a Taft-Hartley trust fund for the purposes of allocating contributions to participants be marked or obliterated only to prevent disclosure of an individual’s full social security number, as specified. This bill would require each contractor and subcontractor performing work on any public works project and any covered entity, as defined for these purposes as a corporation, limited liability company, partnership, joint venture, or other legal entity, that develops or undertakes such project, to make specified records available upon request to the Division of Labor Standards Enforcement, to multiemployer Taft-Hartley trust funds, and to joint labor-management committees, as specified. The bill would also apply this requirement to contractors, subcontractors, and covered entities that are developing, undertaking, or performing work on a development project for which contractors are required to maintain and verify payroll records, as specified. The bill would subject a contractor, subcontractor, or covered entity, for failing to comply with the provisions of this act, to a penalty by the commissioner, as specified, and would deposit the penalties into a specified fund. This bill would require the Director of Industrial Relations to adopt rules to govern the release of those records, as specified. This bill contains other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 532 Wiener D San Francisco Bay area toll bridges: tolls: transit operating expenses.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law creates the Metropolitan Transportation Commission (MTC) as a regional agency in the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as MTC and makes BATA responsible for the administration of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law requires the Department of Transportation to collect tolls on these state-owned toll bridges. Existing law requires those toll revenues to be deposited in the Bay Area Toll Account and requires BATA to control and maintain that account, as specified. This bill would, until December 31, 2028, require BATA to increase the toll rate for vehicles for crossing the state-owned toll bridges in the San Francisco Bay area by \$1.50, as adjusted for inflation. The bill would require the revenues collected from this toll to be deposited in the Bay Area Toll Account, would continuously appropriate moneys from this toll increase and other specified tolls, and would require moneys from this toll to be transferred to MTC for allocation to transit operators that provide service within the San Francisco Bay area and that are experiencing a financial shortfall, as specified. The bill would direct MTC to require each transit operator eligible to receive an allocation from the account to, on an annual basis, submit a 5-year projection of its operating needs, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 537 Becker D</p> <p>Open meetings: multijurisdictional, cross-county agencies: teleconferences.</p>	<p>This bill has been ordered to the Inactive File.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency's jurisdiction and other requirements are met, including restrictions on remote participation by a member of the legislative body. These circumstances include if a member shows "just cause," including for a childcare or caregiving need of a relative that requires the member to participate remotely. This bill would expand the circumstances of "just cause" to apply to the situation in which an immunocompromised child, parent, grandparent, or other specified relative requires the member to participate remotely. The bill would authorize the legislative body of a multijurisdictional, cross-county agency, as specified, to use alternate teleconferencing provisions if the eligible legislative body has adopted an authorizing resolution, as specified. The bill would also require the legislative body to provide a record of attendance of the members of the legislative body, the number of community members in attendance in the teleconference meeting, and the number of public comments on its internet website within 10 days after a teleconference meeting, as specified. The bill would require at least a quorum of members of the legislative body to participate from one or more physical locations that are open to the public and within the boundaries of the territory over which the local agency exercises jurisdiction. The bill would require a member who receives compensation for their service, as specified, on the legislative body to participate from a physical location that is open to the public. The bill would require the legislative body to identify in the agenda each member who plans to participate remotely and to include the address of the publicly accessible building from which each member will participate via teleconference. The bill would prohibit a member from participating remotely pursuant to these provisions unless the remote location is the member's office or another location in a publicly accessible building and is more than 40 miles from the in-person location of the meeting. The bill would repeal these alternative teleconferencing provisions on January 1, 2026. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 904 Dodd D</p> <p>Sonoma-Marín Area Rail Transit District.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law creates, within the Counties of Sonoma and Marin, the Sonoma-Marín Area Rail Transit District with specified duties and powers relative to the provision of a passenger and freight rail system within the territory of the district. Under existing law, the district is governed by a 12-member board of directors appointed by various local governmental entities. Existing law authorizes the board to submit to the voters of the district a measure proposing a retail transactions and use tax ordinance. This bill would also authorize those special taxes to be imposed by a qualified voter initiative if that initiative complies with certain requirements. The bill would require the board of supervisors of the Counties of Sonoma and Marin to call a special election on a tax measure proposed by the district’s board of directors or a qualified voter initiative in their respective counties, as specified. To the extent that the bill would impose additional duties on a county elections official, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 955 Seyarto R</p> <p>Office of Planning and Research: Infrastructure Gap-Fund Program.</p>	<p>This bill has been referred to the Senate Appropriations Suspense file.</p>	<p>Existing law establishes the Office of Planning and Research in the Governor’s office for the purpose of serving the Governor and the Governor’s cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. Existing law authorizes a local agency to finance infrastructure projects through various means, including by establishing an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community. This bill would require the office, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to local agencies to develop and construct infrastructure projects, as defined. The bill would authorize the office to provide funding for up to 20% of a project’s total cost, subject to specified requirements, including, among other things, that the office is prohibited from awarding a grant to a local agency unless the local agency provides funding that has been raised through local taxes for at least 10% of the infrastructure project’s total cost. The bill would require the office to develop guidelines to implement the program that establish the criteria by which grant applications will be evaluated and funded. The bill would make these provisions operative January 1, 2027.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 1031 Wiener D</p> <p>San Francisco Bay area: local revenue measure: transportation improvements.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would authorize the commission to raise and allocate new revenue and incur and issue bonds and other indebtedness, as specified. In this regard, the bill would authorize the commission to impose a retail transactions and use tax, a regional payroll tax, a parcel tax, and a regional vehicle registration surcharge in all or a subset of the 9 counties of the San Francisco Bay area, in accordance with applicable constitutional requirements. The bill would require the parcel tax to be collected by counties and the other 3 taxes to be collected by specified state agencies, and would require the net revenues from those taxes to be remitted to the commission, as prescribed. The bill would require the revenue generated pursuant to these provisions to be used for transportation improvements in the San Francisco Bay area, including for various transit purposes, and would require the commission to distribute those revenues in accordance with specified requirements. This bill contains other related provisions and other existing laws.</p>	<p>Oppose Unless Amended</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 1098 Blakespear D Passenger and freight rail: LOSSAN Rail Corridor.</p>	<p>This bill has been referred to the Senate Appropriations Suspense file.</p>	<p>Existing law establishes the Department of Transportation in the Transportation Agency under the control of an executive officer known as the Director of Transportation. Existing law authorizes the Department of Transportation, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Existing law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor. This bill would require the Secretary of Transportation to provide guidance and recommendations to, and coordination between, stakeholders as necessary to ensure the performance of the LOSSAN Rail Corridor, as specified. This bill would also require the Secretary of Transportation, in consultation with the Director of Transportation, the California Transportation Commission, the Secretary for Environmental Protection, and the Secretary of the Natural Resources Agency, to submit a report to the Legislature on or before January 1, 2026, regarding the LOSSAN Rail Corridor that includes specified information. The bill would also require the Secretary of Transportation, in coordination with stakeholders responsible for operating rail services along the LOSSAN Rail Corridor, to submit a report to the Legislature on or before January 1, 2027, and biennially thereafter, on the performance of the LOSSAN Rail Corridor, as provided. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 1206 Becker D GO-Biz: next generation batteries.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law establishes the Governor’s Office of Business and Economic Development (GO-Biz), which serves the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. Existing law authorizes GO-Biz, until July 1, 2025, to undertake measures that are necessary or useful to prepare and submit an application to receive funding from the regional clean hydrogen hubs program established by the Secretary of the United States Department of Energy or to otherwise participate in the regional clean hydrogen hubs program. Existing law requires grants made from any funding received from the regional clean hydrogen hubs program to be used as specified. The California Renewables Portfolio Standard Program requires the Public Utilities Commission to establish a renewables portfolio standard, as defined, requiring all retail sellers, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources, as defined, so that the total kilowatthours of those products sold to their retail end-use customers achieves 25% of retail sales by December 31, 2016, 33% by December 31, 2020, 44% by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would, until January 1, 2030, authorize GO-Biz to undertake measures that are necessary or useful to prepare and submit an application to receive funding from next generation battery hub programs, as defined. The bill would require that grants made from any funding received from next generation battery hub programs under its provisions support projects in California that advance progress toward resource adequacy goals and the targets of the scoping plan and the California Renewables Portfolio Standard Program. The bill would also require that grants made from any funding received from next generation battery hub programs under its provisions prioritize projects that meet any of the specified conditions, including that the project help reduce costs and increase access to batteries. Prior to the submission of any applications to receive funding from next generation battery hub programs, the bill would require a partnership entered into pursuant to the above-described provisions to adopt a community benefits plan that includes specified elements. The bill would require GO-Biz to submit a report to the relevant budget and policy committees of the Legislature on or before January 1, 2026, and annually thereafter, regarding the status of any partnership entered into pursuant to the above-described provisions.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 1239 Grove R</p> <p>State vehicle fleet: zero-emission vehicles: raw materials: child labor.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law requires the Department of General Services, beginning no later than the 2024–25 fiscal year, to ensure that at least 50% of the light-duty vehicles purchased for the state vehicle fleet each fiscal year are zero-emission vehicles, except as provided. This bill would require the department to require a supplier of zero-emission vehicles purchased for the state vehicle fleet to certify that any raw materials used in the manufacturing of the zero-emission vehicles, including, but not limited to, cobalt and lithium, come from mining operations that are free of child labor.</p>	<p>Watch</p>
<p>SB 1321 Wahab D</p> <p>Employment Training Panel: employment training program: projects and proposals.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law establishes the Employment Training Panel within the Employment Development Department and sets forth its powers and duties with respect to certain employment training programs. Existing law declares the intent of the Legislature that the purpose of provisions relating to the panel is to establish an employment training program to promote a healthy labor market in a growing, competitive economy and to fund only projects that meet specified criteria, including promoting the retention and expansion of the state’s manufacturing workforce. Existing law requires the panel, in funding projects that meet the above-described criteria, to give funding priority to projects that meet specified goals, including promoting the retention and expansion of the state’s manufacturing workforce. This bill would also include in the above-described project criteria, among other things, assisting existing apprentice, certification, or other training programs in updating training to reflect new technologies or methods, or to address gaps in existing training. The bill would also include in the above-described goals, among other things, meeting the standards established by the Division of Apprenticeship Standards for high-quality training programs. The bill would authorize projects developed pursuant to the above-described provisions to use program funding, upon appropriation by the Legislature, to provide training through apprenticeship programs approved by the Division of Apprenticeship Standards and training at joint-labor management training centers. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 1325 Durazo D</p> <p>Public contracts: best value procurement: goods.</p>	<p>This bill has been referred to the Senate Appropriations Suspense File.</p>	<p>Existing law imposes requirements on, and authorizes procedures for, public contracting for equipment and services, among other things, by local and state agencies. Existing law authorizes certain procurements to be facilitated through a lowest responsible bidder requirement. This bill would authorize a public entity, as defined, to award contracts through a best value procurement method, as described, for the purchase of goods with a base value of \$250,000 or more. The bill would require the public entity to adopt and publish procedures and guidelines for evaluating the qualifications of the bidders to ensure the best value selections are conducted in a fair and impartial manner, as described. The bill would authorize the procedures and guidelines to include the adoption of a high road jobs plan policy that evaluates bidders' high road jobs plan commitments as part of the overall score for the public contract, as specified. This bill would require the solicitation document to include certain information and would direct the public entity to use a scoring method based on price and the factors described in the solicitation document, as specified. The bill would require the public entity to let any contract for these projects to the selected bidder that represents the best value or reject all bids. The bill would also authorize a public entity to award all contracts for the purchase of municipal fleets by using a best value procurement method, as specified. This bill contains other related provisions.</p>	<p>Watch</p>
<p>SB 1434 Durazo D</p> <p>Unemployment insurance: benefit and contribution changes.</p>	<p>This bill is in the Senate Labor, Public Employment, and Retirement Committee.</p>	<p>Existing law provides for unemployment compensation benefits for eligible individuals in the state who are unemployed through no fault of their own. Existing law excludes from the definition of "wages," for purposes of the unemployment insurance law, remuneration in excess of \$7,000 paid to an individual by an employer during any calendar year, with respect to employment. This bill would change the amount of remuneration that is excluded from the definition of "wages," to \$____ on and after January 1, 2025, but before January 1, 2027, and to \$____ on and after January 1, 2027. The bill would require an annual cost of living increase to the \$____ amount on and after January 1, 2028, and each January 1 thereafter. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 1509 Stern D Negligent Operator Treatment (NOT) in California Act.</p>	<p>This bill has been referred to the Senate Appropriations Suspense file.</p>	<p>Existing law prescribes various speed limits for the operation of vehicles, and generally prohibits a person from driving a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed that endangers the safety of persons or property. Existing law requires that specified convictions, violations, and traffic-related incidents count as points against a driver’s record for purposes of suspension or revocation of the privilege to drive, and generally provides that traffic convictions involving the safe operation of a motor vehicle result in one violation point. This bill, the Negligent Operator Treatment (NOT) in California Act, would specify that a conviction of driving a vehicle at a speed that exceeds the posted speed limit by 26 miles per hour or more on a highway with a posted speed limit for passenger vehicles of 55 miles per hour or less shall be given a value of 2 points.</p>	<p>Watch</p>



May 13, 2024

TO: Board of Directors, Peninsula Corridor Joint Powers Board (Caltrain)

FM: Matt Robinson, Michael Pimentel, and Alchemy Graham, Shaw Yoder Antwih Schmelzer & Lange
Mike Robson, Edelstein Gilbert Robson & Smith LLC

RE: **STATE LEGISLATIVE UPDATE – June 2024**

General Update

The Legislature has been busy hearing bills in policy committees since returning from Spring Recess on April 1. Policy committees had until April 26 to hear bills with fiscal impacts and move them to the appropriations committees, where most bills were placed on the suspense file. The suspense file hearings will take place on May 16. Bills must move out of the first house by May 24. For more information about key legislative and budget deadlines, see the adopted 2024 Legislative Calendar available [here](#).

State Budget Update

On May 10, Governor Newsom released his [May Revision](#) to the proposed Fiscal Year (FY) 2024-25 budget released in January. The “May Revise,” as it is commonly referred, updates the state’s revenue projections for the upcoming fiscal year based on the latest economic forecasts available to California Department of Finance. As expected, the May Revise estimates that the budget deficit has grown – by approximately \$7 billion relative to budget deficit estimate released in January of \$38 billion, placing the state at an estimated \$45 billion deficit for FY 2024-25. This budget deficit estimate drops to \$27 billion when the cost savings generated by the Early Action Budget Agreement are factored in.

Importantly, the May Revise maintains the state’s commitment to provide the \$5.1 billion for public transit capital projects and operations outlined in the Budget Act of 2023 (AB 102 / SB 125) but maintains this commitment by proposing a series of significant fund shifts and delays. Specifically, the May Revise makes the following changes to the public transit capital and operations:

- **Maintains the \$4 billion for the formula-based Transit and Intercity Rail Capital Program (TIRCP)** by shifting **\$839 million** from General Fund dollars to Greenhouse Gas Reduction Fund dollars.

The May Revise maintains the change implemented in the Early Action Budget Agreement that extends the appropriation timeline for this funding from two years (FY 2023-24 and FY 2024-25) to three years (FY 2023-24 through FY 2025-26).

- **Maintains the \$1.1 billion for the formula-based Zero-Emission Transit Capital Program** by delaying the appropriation of **\$680 million** of this funding to out years, as follows:

- **\$220 million** scheduled for appropriation in FY 2023-24 is delayed to FY 2024-25;
- **\$230 million** scheduled for appropriation in FY 2025-26 is delayed to FY 2027-28; and
- **\$230 million** scheduled for appropriation in FY 2026-27 is delayed to FY 2027-28.

Additionally, the May Revision makes the following changes to various other transportation investments approved in previous Budget Acts:

- **Cuts \$148 million in unawarded funds from the TIRCP Cycle 6.**
- **Cuts an additional \$400 million from the Active Transportation Program** beyond the \$200 million cut included in the Governor’s January Budget for a total reduction of \$600 million.
 - The May Revision specifically reduces \$300 million from the Program in FY 2025-26 and \$99 million in FY 2026-27, with Cycle 7 backfilling funding for Cycle 6.
- **Cuts \$330 million in awarded, but not yet appropriated funds for various grade separation projects.** This cut will negatively impact Caltrain, as it was awarded \$70 million from this program for the Burlingame grade separation project.

The May Revision does not mention, or propose new action on, the \$2.4 billion in FY 2023-24 funding for the formula-based TIRCP and ZETCP that is currently frozen by the Newsom Administration. As we previously reported, this funding was scheduled to be released to regional entities for suballocation to transit agencies by April 30, 2024. Therefore, the spending freeze remains in place pending budget discussions between the Newsom Administration and Legislature.

Due to its early release, the May Revision does not yet include an update to State Transit Assistance, State Rail Assistance, Cap and Trade, and Local Transportation Fund projections. We expect this information to become available over the coming weeks.

CalSTA Releases Final Guidelines and Call for Projects for TIRCP Cycle 7

On April 30, the California State Transportation Agency (CalSTA) released the final program guidelines and a call for projects for Award Cycle 7 of the Transit and Intercity Rail Capital Program (TIRCP). The final guidelines and the call for projects are now available on the [CalSTA website](#).

The 2024 TIRCP grant cycle will program projects starting with the 2024-25 fiscal year and ending with the 2028-29 fiscal year. The new program cycle will include previously awarded and active projects that have not been fully allocated by the end of the 2023-24 fiscal year, and projects selected with the 2024 cycle. Applications are due July 23, 2024, and CalSTA expects to announce project awards on October 23, 2024.

CalSTA’s Transit Transformation Task Force Holds Third Meeting

On April 15, the California State Transportation Agency convened the third meeting of the Transit Transformation Task Force at the Caltrans District 11 Headquarters in San Diego.

The meeting was organized around reviewing and discussing the initial work of the Task Force’s Technical Working Group relative to identifying the components of “transit availability,” establishing target metrics for these components, and identifying the factors that determine if transit is an attractive choice. In short, the Technical Working Group identified “connections to destinations,” “distance to a transit stop,” “span of service,” and “understanding of transit” as the primary components of transit availability (while stipulating to the importance of other characteristics of features); presented community-specific, but fiscally unconstrained, metrics for each; and identified “reliability,” “speed,” “safety,” “experience,” and “affordability” as the factors that determine if transit is an attractive choice.

The feedback from the Task Force elevated the following points and themes:

- Demography and the characteristics of the built environment, including accessibility, must be factored into how community-specific metrics are defined;
- Efforts to increase transit ridership should not focus solely on “supply side” solutions (as the state has organized the Task Force’s discussions to-date) and must consider “demand side” solutions;
- Task Force’s work to define metrics should integrate data already developed by Metropolitan Planning Organizations, and Regional Transportation Planning Agencies and included in Sustainable Community Strategies Plans;
- Safety is the top factor determining if transit is an attractive choice;
- Exercise of establishing community-specific metrics and identifying the factors that determine if transit is an attractive choice must be grounded in fiscal constraints and political realities; and,
- Discussion on transit transformation should start with discussion on addressing barriers / challenges to providing or improving public transit services, many of which are created by policies and procedures established by the state and municipalities.

The next Task Force meeting will take place on June 17 in San Francisco. The Task Force is subject to the state’s open meeting requirements for state bodies, known as Bagley-Keene, and as such, all agenda materials will be available on [CalSTA’s website](#).

Bills of Interest

SB 960 (Wiener) Complete Streets Projects on the State Highway System - WATCH

On complete streets, this bill would require all transportation projects funded or overseen by Caltrans to provide complete streets facilities unless exempt pursuant to the bill. It would also require the targets and performance measures adopted by the California Transportation Commission to include within the SHOPP asset management plan objective targets and measures reflecting state transportation goals and objectives, including for complete streets assets on the state highway system. This bill would also require Caltrans’ performance report to include a description of complete streets facilities on each project. Lastly, this bill would require Caltrans to develop and adopt a project intake, evaluation, and encroachment permit review process for complete streets facilities that are sponsored by a local jurisdiction or transit agency. As a part of this process, Caltrans would be required to designate an encroachment permit manager in each district to oversee the review of complete streets facilities applications. Caltrans would then be required to produce a report on the project applications submitted for complete streets facilities.

On transit priority projects, this bill would require the Director of Transportation to, on or before July 1, 2027, adopt a transit priority policy to guide the implementation of transit priority facilities on the state highway system. The bill would also require the Caltrans-prepared State Highway System Management Plan (SHSMP) to include specific and quantifiable accomplishments, goals, objectives, costs, and performance measures for transit priority facilities consistent with SHOPP asset management plan and Caltrans’ most recent policy.

SB 1031 (Wiener) Bay Area Transportation Regional Measure / Transit Consolidation – OPPOSE UNLESS AMENDED

This bill would serve as the authorizing vehicle for the Metropolitan Transportation Commission to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area’s public transportation system, as well as other transportation improvements. This bill would also charge the California State Transportation Agency with developing a plan to consolidate the 27 transit agencies in the San Francisco Bay Area. Recent amendments to the bill include an “enhanced coordination” component alongside the current consolidation component. Specifically, the amended version of the bill requires that the mandated

assessment on consolidation now identifies opportunities for enhanced coordination as well. The Author defines “enhanced coordination” as “increasing coordination across two or more transit agencies to improve service, efficiency, safety, or other benefits.”

Other recent amendments to the bill include: removing MTC’s authority to place a measure on the ballot that raises revenue starting January 1, 2041; limiting the durations of a new tax to 30 years; limiting a sales and use tax to one-half of a percent; stating that revenues can only be used for capital investments; and clarifies the intent of the Author in disallowing MTC the authority to condition State Transit Assistance funds as an enforcement mechanism for transit agencies to ensure compliance with network manager requirements.

AB 1837 (Papan) Bay Area Transit Coordination - SUPPORT

This bill would create the Regional Network Management Council and would require the Metropolitan Transportation Commission to facilitate the creation of the Council.

AB 2503 (Lee) CEQA Exemptions for Railroad Electrification - SUPPORT

This bill would expand existing CEQA exemptions to include public projects for the institution or increase of other passenger rail service, which will be exclusively used by zero emission trains on existing public rights-of-way or existing highway rights-of-way. This bill is targeted at providing a CEQA exemption for catenary power systems.

AB 2824 (McCarty) Transit Employee Assaults – WATCH

This bill would have enhanced penalties for individuals who commit assault or battery against a public transit operator or employee. This bill would have also allowed transit agencies to prohibit individuals convicted of assault or battery from entering transit facilities and vehicles using a more streamlined process. This bill is sponsored by the California Transit Association.

Caltrain Federal Report May 2024

Caltrain D.C. Visit Recap

- Caltrain leadership visited Washington, D.C., during the month of May to visit with federal decision-makers and educate them on Caltrain initiatives and other pressing matters.
- During a visit with the Federal Transit Administration (FTA), Caltrain connected with senior leadership, including Executive Director Matt Welbes. The meeting provided Caltrain with an opportunity to check in with the agency on electrification progress and invite officials to California to visit Caltrain.
- Caltrain also met with Federal Railroad Administration (FRA) Administrator Amit Bose to discuss electrification further and invited him and Secretary Pete Buttigieg to visit Caltrain.
- On Capitol Hill, Caltrain met with Rep. Kevin Mullin (D-CA), Rep. Anna Eshoo (D-CA), and staff with Rep. Nancy Pelosi and Sen. Alex Padilla. Additionally, the team also visited with staff on the House Transportation & Infrastructure and the Senate Banking, Housing, and Urban Affairs Committees.

Congressional Update

Congress Passes \$95 Billion Foreign Aid Package

- On April 24, President Biden signed a \$95 billion foreign aid package with broad bipartisan support, with the exception of Freedom Caucus Republicans.
- The bill includes \$60.84 billion for Ukraine, including \$23 billion to replenish weapons, stocks, and facilities; \$26 billion for Israel, including \$9.1 billion for humanitarian assistance; and \$8.12 billion for the Indo-Pacific, including Taiwan. Bipartisan leaders, including President Joe Biden and Senate Minority Leader Mitch McConnell, had been urging House Speaker Mike Johnson to pass Ukraine aid in the House for months.
- The Ukraine funding portion of the package passed by a vote of 311-112 in the House, with all 112 “nays” coming from Republicans, compared to 102 Republicans in support.

Stronger Communities Through Better Transit Act Introduced

- Senior Democratic members of the House Transportation & Infrastructure Committee introduced legislation ([H.R. 7039](#)) that would authorize funding for transit system operations.
- Specifically, the bill authorizes \$20 billion annually and would distribute funding to every recipient of FTA urbanized area and rural area formula funds. This bill was introduced as key lawmakers begin considering potential provisions for the new surface transportation bill which is up for reauthorization in 2026.
- Reps. Mullin and Lofgren have announced their support for the bill. However, the legislation does not yet have any Republican supporters.
- Caltrain formally supported this bill during the May board meeting.

Administration Update

FTA Finalizes Updated Public Transportation Agency Safety Regulations

- On April 9, FTA announced a final rule updating the agency's [Public Transportation Agency Safety Plans \(PTASP\) regulation](#), as well as the [National Public Transportation Safety Plan](#). This is the first major update to the PTASP regulation.
- The updated PTASP regulation increases the role of frontline transit workers in safety, specifies requirements for safety committees transit agencies are required to establish under the Bipartisan Infrastructure Law (BIL), and requires transit agencies to include de-escalation training for frontline transit workers and minimize exposure to infectious diseases.
- The updated National Public Transportation Safety Plan includes best practices for transit agencies to improve safety performance in response to major transit accidents/injuries and incorporates BIL provisions for risk-based approaches to reducing said injuries or fatalities on public transit.

FTA Requests Input on CIG

- FTA has opened a comment portal on proposed policy changes to the Capital Investments Grants (CIG) Program. The revisions are intended to amend FTA's CIG Policy Guidance last published in January 2023 and are a comprehensive update of the CIG Policy Guidance.
- The comment portal can be found [here](#), and all input must be submitted by June 4, 2024. FTA hopes to finalize the policy guidance by the end of the calendar year and, thus, is not expected to extend the comment window.

800 17th Street, NW, Suite 1100 | Washington, DC 20006 | T 202-955-3000 | F 202-955-5564
Holland & Knight LLP | www.hklaw.com

DHS Releases FY24 Transit Security Grant Program

- The Department of Homeland Security (DHS) released the [notice of funding opportunity](#) (NOFO) for the FY24 Transit Security Grant Program (TSGP). This program provides funding to transit agencies to protect critical surface transportation infrastructure and the traveling public from acts of terrorism.
- Examples of recent TSGP accomplishments include jurisdictions increasing their mass notifications and critical incident management systems, enabling organizations and communities to send emergency alerts and share critical information through multiple channels (e.g., text message, email, voice, desktop, social media) quickly and effectively. Examples of TSGP accomplishments include organizations providing surge support (law enforcement personnel) for special events and tunnel hardening.
- All applications are due June 24, 2024, with approximately \$83 million in available funding.

Round-Up of Open Grant Opportunities

- [Consolidated Rail Infrastructure and Safety Improvements Grant Program](#). \$2.3 billion available. All applications due May 28, 2024.
- [Fiscal Year 2024 Transit Security Grant Program](#). \$83 million available. All applications due June 24, 2024.