AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

Work Program – Legislative – Planning (WPLP) /Committee Meeting
San Mateo County Transit District Administrative Building
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070

November 26, 2019 – Tuesday 1:00 p.m.

1. Call to Order/Pledge of Allegiance
2. Roll Call
3. Public Comment on Items not on the Agenda
   Comments by each individual speaker shall be limited to three (3) minutes. Items raised that require a response will be deferred for staff reply.

4. Approve Meeting Minutes of September 25, 2019 MOTION
5. Accept 2020 Work - Program - Legislative – Planning Committee Calendar MOTION
6. Accept the San Jose Diridon Integrated Station Concept Plan MOTION
7. Update on Caltrain Rail Corridor Use Policy INFORMATIONAL
8. TOD Policy Update INFORMATIONAL
9. 2020 Legislative Item INFORMATIONAL
10. Committee Member Requests
11. Date/Time of Next Regular WPLP Committee Meeting: December 19, 2019 at 9:00 a.m., San Mateo County Transit District Administrative Building, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070
12. Adjourn

Committee Members: Charles Stone (Chair), Cheryl Brinkman, Cindy Chavez
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.

Location, Date and Time of Regular Meetings

Regular meetings are held at the San Mateo County Transit District Administrative Building located at 1250 San Carlos Avenue, San Carlos, one block west of the San Carlos Caltrain Station on El Camino Real, accessible by SamTrans bus Routes ECR, 260, 295 and 398. Additional transit information can be obtained by calling 1.800.660.4287 or 511.

The JPB meets regularly on the first Thursday of the month at 9:00 a.m. The JPB Citizens Advisory Committee meets regularly on the third Wednesday of the month at 5:40 p.m. at the same location. Date, time and place may change as necessary.

Public Comment

If you wish to address the Committee, please fill out a speaker’s card located on the agenda table and hand it to the JPB Secretary. If you have anything that you wish distributed to the Board and included for the official record, please hand it to the JPB Secretary, who will distribute the information to the Committee members and staff.

Members of the public may address the Committee on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to three minutes and items raised that require a response will be deferred for staff reply.

Accessibility for Individuals with Disabilities

Upon request, the JPB will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to the JPB Secretary at Peninsula Corridor Joint Powers Board, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or emailed to board@caltrain.com; or by phone at 650.508.6242, or TDD 650.508.6448.

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.
MINUTES OF SEPTEMBER 25, 2019

MEMBERS PRESENT: C. Stone (Chair), C. Brinkman

MEMBERS ABSENT: C. Chavez

STAFF PRESENT: M. Bouchard, C. Fromson, C. Gumpal, S. Petty, D. Seamans, J. Cassman, S. van Hoften

CALL TO ORDER/PLEDGE OF ALLEGIANCE
Chair Charles Stone called the subcommittee meeting to order at 1:03 p.m. and led the Pledge of Allegiance.

ROLL CALL
District Secretary Dora Seamans called the roll, confirmed a quorum and noted the absence of Director Chavez.

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA
Roland Lebrun, San Jose, provided information on a broken pedestrian crossing light at El Camino Real and San Carlos Avenue. Chair Stone stated he would pass the information on to the City of San Carlos public works department.

Lenora Ross, Housing Leadership Council, discussed the need for an affordable component in Transit Oriented Development policy discussions.

APPROVE MEETING MINUTES OF JULY 24, 2019
By motion (Brinkman/Stone), the Committee recommended Board approval of the July 24, 2019 minutes.
Ayes: Brinkman, Stone
Noes: None
Absent: Chavez

AUTHORIZE RESPONSE TO SAN MATEO COUNTY GRAND JURY REPORT ON “GRADE SEPARATION – BYPASSES TO GREATER SAFETY” AND AUTHORIZE RESPONSE TO SAN MATEO COUNTY GRAND JURY REPORT ON “JUST MISSED IT! FIXING SAMTRANS-CALTRAIN CONNECTION”
Michelle Bouchard, Chief Operations Officer, Rail, addressed the 2019 Grand Jury report regarding its analysis of grade separations, its 12 findings and four recommendations. Ms. Bouchard responded to the Grand Jury question of “Should the Peninsula Corridor Joint Powers Board take on an enhanced role in coordinating and facilitating the completion of the grade separation projects along the Caltrain Peninsula train corridor?” and its recommendation to “create a grade separation...
master plan prioritizing all at-grade crossings on the corridor, study other train
 corridors’ implementation of similar master plans and approaches to funding grade
 separation projects, seek support of such a master plan from the cities on the
 corridor, and offer funding and design support to cities along the corridor for grade
 separation projects, as prioritized in the master plan.” Ms. Bouchard discussed
 aspects of the report and stated a more comprehensive approach should be taken
 which would include stakeholder engagement and support, completing technical work
 involved, obtaining peer support and agreement of a long-term viable funding plan.
 She expressed disagreement with the Grand Jury’s timeline for finalizing such a master
 plan.

Chair Stone inquired what the cost estimate would be to separate all of the grade
 crossings along the right of way. Responding, Ms. Bouchard indicated costs would be
 in the billions of dollars.

Public Comment
Roland LeBrun, San Jose, stated the Grand Jury Report on “fixing the SamTrans Caltrain
 connection” should address buses meeting the connection to the train and is not an
 issue that should be before a Caltrain committee.

By motion, (Brinkman/Stone), the Committee recommended Board approval of issuing
 two responses to two Grand Jury reports; “Grade Separation – Bypasses To Greater
 Safety” and “Just Missed It! Fixing SamTrans-Caltrain Connection.”
Ayes: Brinkman, Stone
Noes: None
Absent: Chavez

UPDATE ON RAIL CORRIDOR USE POLICY (“RCUP”)
Melissa Jones, Principal Planner and project manager for the Rail Corridor Use Policy
 project, provided an extensive overview and presentation on the framework for the use
 policy, how it interrelates to three other endeavors that staff is undertaking (Caltrain
 Business Plan, Caltrain Station Management Toolbox and Caltrain Transit-Oriented
 Development Policy) and discussed the progress to date of the policy, the steps
 needed to finalize the project, with a hopeful, early adoption in 2020. Ms. Jones
 emphasized that the use policy would be an invaluable tool of informing and guiding
 the future use of the Caltrain property. She answered questions of committee
 members, including potential conflicts with Peninsula cities’ projects along the right of
 way.

Public Comment
Roland Lebrun, San Jose, discussed the mapping process, passing tracks in Belmont,
 other station issues and platform issues.

Morton Frank, Redwood City, discussed the use policy and suggested adding an
 additional color in the charts reflecting community impact.
Drew, San Mateo, commented on the colors used in the charts and discussed aspects of the land policy designations and the business plan overlay.

Chair Stone responded to each of the speakers’ comments. He asked that staff limit use of acronyms during discussions so the public can clearly understand the issues being discussed.

**UPDATE ON TRANSIT ORIENTED DEVELOPMENT POLICY (“TOD”)**

Brian Fitzpatrick, Director, Real Estate, provided a lengthy presentation on the components to be crafted into a Transit Oriented Development policy. He stated a detailed administrative policy is necessary to assist staff to work on and structure deals for land use and affordable housing, including a density aspect.

Mr. Fitzpatrick noted the document would be interrelated with other concurrent policy documents: the Business Plan, the Station Management Toolbox and the Railroad Corridor Use Policy. He invited feedback on aspects of the policy.

Committee members discussed policy components that may not fit into a particular neighborhood, such as a component for mixed-use/ground-level retail, which could sit empty for years if mandated - versus incorporating provisions that are pertinent to the area, such as increasing the number of housing units or including a portion of rental-only units. It was noted the policy should also be flexible enough to adapt to future neighborhood conditions.

Mr. Fitzpatrick discussed the four main goals to be included into a draft policy: Sustainable Transportation, Value Creation, Equity and Complete Communities. He discussed each goal in detail with objectives assigned to each and discussed the strategies on how to achieve each goal. Committee members provided commentary on each aspect. Mr. Fitzpatrick concluded by stating that based on feedback, he would revise the goals and objectives, draft the guidelines and refine potential strategies based on the property inventory.

The Committee recessed for a brief period.

Chair Stone invited public comment.

**Public Comment**

Morton Frank, Redwood City, commented on the affordability aspect of the San Carlos Transit Village and the possible diminishing of the percentage over time. He expressed opposition to further building of market rate housing.

Mark Roest discussed the affordability design and structure strategy and the use of airspace over the right of way.

Chair Stone responded to the public comment.

**UPDATE ON THE SAN JOSE DIRIDON INTEGRATED STATION CONCEPT PLAN**

This item was continued to the next meeting.
DATE/TIME OF NEXT REGULAR WORK PROGRAM-LEGISLATIVE-PLANNING COMMITTEE MEETING: Wednesday, October 30, 2019 at 1:00 P.M. San Mateo County Transit District Administrative Building, 2nd Floor, 1250 San Carlos Avenue, San Carlos, Ca.

ADJOURN
The meeting adjoumed at approximately 3:35 p.m.
AGENDA ITEM #5
NOVEMBER 26, 2019

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: 2020 JPB Work - Program - Legislative - Planning Committee Calendar

THROUGH: Jim Hartnett
Executive Director

FROM: Dora Seamans
Executive Officer, District Secretary/Executive Administration

SUBJECT: 2020 WORK - PROGRAM - LEGISLATIVE - PLANNING COMMITTEE CALENDAR

ACTION
Staff Coordinating Council recommends the Board approve the attached Committee meeting calendar for 2020.

SIGNIFICANCE
The WPLP Committees’ regular monthly meetings are scheduled for the fourth Wednesdays of each month at 3:00 pm. Possible exceptions for Committee consideration may be the November 25 and December 16 dates due to the holidays.

BUDGET IMPACT
There is no impact on the budget.
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*Subject to change/to be determined.

The Board meets the fourth Wednesday of the month unless otherwise noted. All meetings are held at 1250 San Carlos Avenue, San Carlos, CA.
TO: Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: ACCEPTANCE OF THE CONCEPT LAYOUT FOR FURTHER DEVELOPMENT AS RECOMMENDED BY THE DIRIDON INTEGRATED STATION CONCEPT PLAN

ACTION
Staff Coordinating Council recommends the Board receive the attached joint Partner memo and presentation regarding the Diridon Integrated Station Concept Plan (Plan) and accept the Concept Layout for further development in coordination with the related Partner Agency planning processes and projects.

SIGNIFICANCE
Since September 2018 Caltrain staff have been engaged in co-creating the Plan, which has developed a vision for the future of San Jose Diridon Station in partnership with the Santa Clara Valley Transportation Authority (VTA), the California High Speed Rail Authority (CAHSR) and the City of San Jose (City) (together, the "Partners").

The Plan was developed with the assistance Arcadis/Benthem Crouwel (ABC), a consultant team solicited and managed by the Partners. ABC was tasked with developing three spatial layouts for a future Diridon Station. Spatial layouts are made up of “big moves” including the vertical configuration of the tracks, the location of the station platforms and concourse in addition to the rail alignment to the north and south of the station.

The three spatial layouts and big moves are as follows:

- **San Fernando Street** - At-grade station on San Fernando Street, which is most similar to today’s station layout. It utilizes the existing northern and southern track alignment.
- **Santa Clara Street** - Elevated station on Santa Clara Street, which locates the station closer to BART, introduces an optimized northern track alignment and presents the opportunity to relocate the Caltrain Central Equipment and Maintenance Facility (CEMOF). This layout also provides an option to operate some rail service over a new southern rail alignment on a viaduct over Interstate 280/State Route 87.
• **Stover Street** – Elevated station on Stover Street (between San Fernando Street and Santa Clara Street), which locates the station closer to BART, introduces an optimized northern track alignment and presents the opportunity to relocate CEMOF.

Aside from big moves, the spatial layouts are also made up from a “kit of parts” as they include a variety of station facilities and elements that facilitate access to and from the station and integration with the surrounding community and private development. Such elements include pedestrian, bike, local bus, intercity bus, light rail, taxi/transit network company, private vehicle and parking access.

ABC and the Partners took a “transit first” or “design from the tracks out” approach where rail infrastructure needs were established first to ensure sufficient space was set aside to accommodate future rail service as rail infrastructure is a less flexible, long-lasting and significant investment. ABC coordinated with the Business Plan team to ensure the spatial layouts were reflective of the adopted service vision.

Over the summer, ABC and the Partners weighed tradeoffs and benefits of the three spatial layouts and developed a fourth optimized layout with a combination of favored elements. The optimized layout is responsive to community feedback and attempts to preserve as much adjacent property as possible for development:

• **Elevated Dual Concourse** – Elevated station with platforms south of San Carlos Street and concourses located at Santa Clara Street (to connect with BART) and San Fernando Street. The layout utilizes the existing rail alignment to the north and could utilize either the existing alignment or Interstate 280/State Route 87 alignment to the south. The relocation of CEMOF would be necessary.

After the completion of additional technical work and outreach in the fall, the Partners recommend discontinuing the examination of the Interstate 280/State Route 87 alignment option. It was determined that the viaduct would spread impacts to additional communities while only partially reducing rail traffic on the existing southern corridor. The Partners believe that community concerns relating to safety, noise, vibration, and visual impacts, among others, would be better addressed through tangible improvements to the existing southern corridor.

Thus, the Partners recommend further studying the optimized layout with the use of the existing southern corridor, and officially dub this layout the recommended Concept Layout.

In summary, the Partners are looking for concurrence on the following big moves of the Concept Layout:

• **Decision #1**: Elevated Station Platforms
• **Decision #2**: Station Entrances at Santa Clara Street and San Fernando Street
• **Decision #3**: Existing Track Approaches into the Future Station
The next step to advance the Concept Layout is to continue planning, analysis of rail operations, and conceptual design work on the rail corridor and station facilities. Over the next year, a critical planning focus will be on studying the best options to organize the Partner Agencies and technical expert teams, building a viable financial plan, developing environmental strategies, and designing an implementation path to build and govern the future station. The design and implementation strategy work will be conducted in close coordination with interdependent project efforts happening around the station area.

The Partner Agencies continue to be committed to the partnership set forth by the Cooperative Agreement. The Partners have agreed to jointly contribute and pursue funding for the next phase of study.

**BUDGET IMPACT**
There is no impact on the budget.

**BACKGROUND**
San Jose Diridon Station is a major transit hub located within downtown San Jose, the nation’s 10th largest city. It is a historic train depot with not only Caltrain service, but also train service provided by Amtrak, Capitol Corridor Joint Powers Authority (CCJ PA), and Altamont Commuter Express (ACE), as well as VTA light rail and bus service. The JPB owns the historic station depot, the Caltrain parking lots, the bus loop area, and the tracks and platforms. As the landowner, the JPB has a vested stake in the planning process not just for potential shaping of the Station itself, but also as it relates to development in the surrounding area.

With the planned addition of Bay Area Rapid Transit (BART) and California High Speed Rail service at the Station, as well as expanded Caltrain, ACE, Capitol Corridor and Amtrak service, the Station is expected to become one of the busiest intermodal stations in North America. To effectively accommodate such planned activity and future capacity needs, the Station must be reconfigured in an integrated fashion that connects all transit services with each other and with the surrounding urban environment.

Private development of the surrounding area in conjunction with the City of San Jose is accelerating, providing opportunities to fully integrate development with the Station itself. In recent months, Google has publically revealed concepts for development near the Station.

By the Partners working together to prepare the Plan, they hope to maximize funding to implement the Plan and deliver a world-class destination and transportation hub that provides seamless customer experience for movement between transit modes within the Station and into the surrounding neighborhoods and Downtown.

Prepared by: Melissa Reggiardo, Manager, Caltrain Planning 650.508.6283
SUBJECT
This memo presents the Staff Recommendation of a spatial layout for the San José Diridon Station.

BACKGROUND
When BART, commuter rail, high-speed rail, light rail, and supporting bus services converge, Diridon Station will support more high-capacity transit connections than any other place in the Bay Area. In order to plan for the substantial growth of Diridon Station, the City of San José, the Peninsula Corridor Joint Powers Board (PCJPB), Santa Clara Valley Transportation Authority (VTA), and the California High-Speed Rail Authority (the “Partner Agencies”) formed a public agency partnership via a Cooperative Agreement in July 2018. The Partner Agencies hired a consultant team led by Arcadis and Benthem Crouwel Architects (“Team ABC”) to aid in preparing of the Diridon Integrated Station Concept Plan (“Concept Plan”).

The eventual outcome of the Concept Plan process will be a project description for the future intermodal hub and an organizational framework for carrying the project forward toward implementation. Over the past year, the Partner Agencies worked to develop the spatial layout for the future station that included completing supporting analyses. Staff is presenting a recommended spatial layout to the Diridon Joint Policy Advisory Board for input and advice. Staff is recommending that the policy boards and/or executive management of the four Partner Agencies accept the Concept Layout for further development in coordination with the related Partner Agency planning processes and projects.

The Concept Layout is preliminary and subject to further station design development and rail operations analysis. This memo summarizes the Layout Development Report prepared by the Partner Agencies that describes the process for developing the staff-recommended Concept Layout. For the Layout Development Report and additional background information, please refer to the project website: www.diridonsj.org/disc.

INTEGRATED CONCEPT PLAN TOPICS
The Concept Plan spatial layout planning process thus far addresses the following topics:

- Alignment and vertical profile of the heavy rail tracks at the station, as well as track approaches into the station from the north and the south.
- Location of passenger rail concourse(s) and heavy rail passenger platforms.
- Integration of all high-capacity modes at the station, including commuter and intercity rail, BART, light rail, local bus, and a future airport connector.
- Pedestrian and bicycle access to and through the station, as well as facilities for emerging modes of “micro-mobility” such as e-scooters.
- Facilities for other access modes and private vehicles, including long-distance bus, private shuttles, taxi, transportation network companies (TNC), kiss-and-ride, and park-and-ride.
Urban integration (i.e., the connection between the station, track infrastructure, and surrounding neighborhoods and potential for amenities, such as plazas and community gathering space).

SUMMARY OF THE PROCESS
Team ABC began work on the Concept Plan with a series of interviews with the Partner Agencies. In these interviews, ABC learned about the existing context, history related to the Diridon Station area (including many years of public involvement), and each agency’s project goals, design criteria, and operational requirements. This information set an important foundation in the concept planning process. Based on work, the Partner Agencies developed eight key objectives:

- A Multi-Modal, Integrated, and Human-centered Station
- The Station as Catalyst for the Urban Environment
- The Station as a Destination
- A Futureproof, Flexible, Adaptive, and Innovative Station
- Organizational Partnership
- Internal & External Stakeholder engagement
- Funding Objectives and Risk Management

Subsequently, Team ABC facilitated a series of interdisciplinary, interactive workshops with technical experts from each Partner Agency. The workshops occurred on a monthly basis. During this process, Team ABC and the Partner Agencies developed an iterative series of work products - going from a wide range of ideas for each of the station elements to ultimately the staff-recommended layout. Along the way there were many potential combinations of station elements, three possible layouts, and a fourth layout that was based on optimizing the design to maximize benefits and reduce impacts to the community and developable land based on the feedback received from engaged stakeholders and the public.

An important component of this process focused on the Big Moves of the station layout: a) vertical configurations for the heavy rail corridor and station platforms; b) the location of the future station concourse; and c) the track approaches from the north and the south into the future station. These three Big Moves have been the focus because they are the least flexible and the way in which these heavy infrastructure elements are configured will have profound effects on urban integration. These moves create an infrastructure solution to support the next 100 years of rail service.

Community Engagement
Concurrent with the workshops led by Team ABC, the Partner Agencies conducted four rounds of public outreach to share information and gather community input for consideration as part of the technical process. Community engagement is of utmost importance to the Partner Agencies to ensure that the future station realizes the ambitions of the community members and station

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users while also meeting regional and statewide transportation goals. The outreach rounds corresponded to major milestones in the process. The purpose of each outreach round was as follows:

1. **Introduce** the project and gather feedback on the initial vision for the station and key objectives for the process.
2. **Present and obtain feedback** on preliminary concepts related to the vertical position of the platforms and station location as well as a draft evaluation framework for assessing design options under development.
3. **Present and obtain feedback** on three possible layouts for the station.
4. **Further explore** the Big Moves and present a fourth possible, optimized layout.

The Partner Agencies have conducted five community meetings, including a Spanish-language meeting, three presentations to the City’s Station Area Advisory Group (SAAG), three pop-up booths at Diridon Station and community events, an online survey, and additional meetings with stakeholder groups and neighborhood associations. In addition, the Partner Agencies have presented and received important feedback from the JPAB at four meetings.

Based on this outreach, the top priority voiced by community members is designing the station to foster easy, convenient, well-timed connections between modes, particularly a short, direct, and intuitive connection between the BART platforms and the platforms for the other heavy rail services. Other general themes that are important to the community relate to:

- Identity as a local and regional destination
- Station access, both easy connections within the station as well as getting to the station from around San Jose
- Transit service improvements
- Street, pedestrian, and bicycle connectivity
- Activity center oriented near Santa Clara Street
- Create neighborhood quality of life
- Vibrant indoor and outdoor public spaces
- Effects on the historic depot building
- Concerns around the use of the existing southern corridor
- Potential for future transit-oriented development
- Parking and traffic
- Environmental sustainability
- Social equity
- Fiscal responsibility

These themes and the specific community input informed the Partner Agencies’ work throughout the concept design process and have been reflected in the staff-recommended Concept Layout. The following section describes the Concept Layout that staff is recommending for advancement. For additional information about the community engagement process and the themes from input received, please refer to Chapter 6 of the Layout Development Report.
THE CONCEPT LAYOUT
Stakeholder and community input and ongoing technical work led to the creation of an optimized fourth layout that attempted to take some of the best features of each of the other layouts and respond to much of the feedback received. The recommended Concept Layout creates two concourses – one facing Santa Clara Street and one facing San Fernando Street. The platforms and tracks are elevated, and it utilizes the existing northern and southern track alignments.

Decision #1: Elevated Station Platforms
The Partner Agencies included an elevated station concept in the Concept Layout. Elevating the tracks and platforms brings significant benefits in the station area in terms of urban integration and allows pedestrians, cyclists, and vehicles to pass underneath the tracks at street-level. This will knit together the neighborhoods to the east and west of the tracks. It also creates a significant amount of street-level space that can be used to house station facilities as well as storefronts and workspace to enliven the street in the station area. Elevating the tracks may present construction and phasing challenges and also requires complex trackwork both north and south of the station to reconnect to the rail network. While complicated, the Partner Agencies believe elevating the station will be worth the benefits derived from connecting neighborhoods, improving the streetscapes around the station, and improving safety through new grade separations. The Layout Development Report offers further details regarding the technical analysis and conclusions for the vertical configuration of tracks and platforms.

Decision #2: Station Entrances at Santa Clara Street and San Fernando Street
The Partner Agencies recommend two main concourses with four station entrance locations in the Concept Layout. One concourse is oriented toward Santa Clara Street with entrances both on the east and west sides of the station, and one concourse is oriented toward San Fernando Street with entrances both on the east and west sides of the station. It is estimated that more than 60 percent of passengers will use the northern entrance, while as many as 40 percent will use the southern entrance. The northern station hall will create a center of gravity that would promote pedestrian activity and reinforce Santa Clara Street’s role as the main route to and through downtown San José. The southern station hall will allow for easy connections to the bike network and creeks and trails. This layout places BART, light rail, and VTA buses close to each other near the core of the station, which allows for efficient transfers between modes. Finally, both station halls are envisioned to feature iconic design and outdoor public space to provide increased visibility, intuitive wayfinding, and a dynamic public realm. The Layout Development Report offers further details regarding the technical analysis and preliminary conclusions for station entrances, plazas, and intermodal hub elements.

Decision #3: Existing Track Approaches into the Future Station
The Partner Agencies recommend maintaining the track approaches that generally stay within the existing northern and southern corridors. This will leverage existing rail corridor infrastructure, minimize overall community impact, and minimize the need to acquire significant land. However, in making this recommendation, the Partner Agencies want to maintain the quality of life in the neighborhoods along the tracks. Specifically, the Partner Agencies will work to develop a design that results in noise, vibration, and visual conditions that are no worse and
ideally better than today, even with higher future train volumes. The Layout Development Report provides additional technical analysis that underpins this recommendation.

Northern Track Approach
Layout configurations explored early in the concept plan process showed significant property impacts to land intended for transit-oriented development north of Santa Clara Street. In response, the Partner Agencies asked Team ABC to develop an alignment north of the station that would support expanded future rail service while minimizing the need to acquire land. In order to accomplish these goals, ABC shifted the station platforms to the south and developed a northern track approach that impacts less property. The resulting alignment supports related Partner Agency planning projects, including the Caltrain Business Plan and implementation of the Diridon Station Area Plan (DSAP).

Southern Track Approach
Early in the Concept Plan process, the Partner Agencies asked Team ABC to develop a track alignment south of the station that would include a rail viaduct structure over the I-280/87 interchange. Team ABC designed a viaduct option determined to be constructible and operationally viable. However, upon further study, it became clear that this option would not address as many issues as the Partner Agencies and community hoped and would actually create new concerns. First, the viaduct would create a second rail corridor in the Gardner area without reducing the overall volume of train traffic along the existing rail corridor. This would spread visual and noise impacts over a larger area and affect many more people. It would also introduce substantial track infrastructure to previously unaffected neighborhoods, particularly those on the east side of SR-87. Second, the I-280 viaduct infrastructure would have a sizable footprint, decrease the amount of developable land available within the station area, and would affect the Guadalupe River corridor.

The Partner Agencies believe that community concerns relating to safety, noise, vibration, and visual impacts, among others, would be better addressed through tangible improvements to the existing southern corridor rather than by creating an additional new rail corridor that would be expensive to build and maintain. With these tangible improvements, the Partner Agencies believe that with proper design and investment the rail corridor can coexist with the communities along the corridor, including Gregory, Gardner, and North Willow Glen, and accommodate increasing train traffic without having a negative impact on the quality of life in those neighborhoods. To this end, the Partner Agencies recommend working on and evaluating the following strategies, plans and associated measurements, in close consultation with the affected communities, in the next phases of planning:

- Grade separations keeping people and vehicles away from train traffic while maintaining good local connectivity and access;
- Sound and vibration dampening treatments for tracks;
- Aesthetic and functional treatments like sound walls with added landscaping (“green walls”) or other attractive, maintainable coverings;
• Optimize design to minimize the need to demolish existing buildings and/or acquire land; and
• Fuller Park as a permanent, city-owned park with high-quality landscaping and other amenities to be determined through a community-based process.

In addition, the Partner Agencies will work to develop appropriate metrics that will enable tracking and monitoring of these goals and conditions over time.

DECISION SUMMARY

In summary, the Concept Layout reflects overall community preferences for elevated platforms, major station entrances near Santa Clara Street as well as easy access to the south via San Fernando Street, and short transfer times between transit modes (including BART). It also creates the opportunity for grade-separated light rail through the station area and conveniently located bus stops. The layout prioritizes pedestrian, bicyclist, light rail, and local bus access, while accommodating intercity bus and vehicle drop-off and pick-up zones adjacent to the core station area. These elements will continue to be studied and refined in the next phases of the process. The layout places entrances in visible locations to support an iconic station design and “natural” wayfinding, and also includes space for a future airport connection. The Concept Layout optimizes future transit needs, while supporting future development potential. The Partner Agencies believe that this Concept Layout combines the station elements with the most promise to meet the project objectives and should be advanced to the next stage of analysis and definition.

NEXT STEPS OF THE CONCEPT PLAN

A key focus of this phase of work was to organize the necessary elements for an iconic, integrated intermodal transit center into a spatial layout. The Partner Agencies first had to organize the elements physically to understand potential impacts to the functionality of the station. This is a foundation for the Partner Agencies to now build on. The next step to advance the Concept Layout is to continue planning, analysis of rail operations, and conceptual design work on the rail corridor and station facilities to better understand and refine the benefits and tradeoffs of each component of the layout. Some elements, including but not limited to, the bus and VTA light rail layouts, may evolve during the continued planning and design process. The Partner Agencies recognize that the development of the future Diridon Station is a long-term, multi-year program.

Over the next year, a critical planning focus will be on studying the best options to organize the Partner Agencies and technical expert teams, building a viable financial plan, developing environmental strategies, and designing an implementation path to build and govern the future station. The conceptual design work will result in updated conceptual engineering drawings to define the Concept Layout, capital cost estimates, conceptual construction sequencing passenger flow analysis, and refined station footprint. There are many critical decisions ahead and the next course of work will focus on how to take the spatial vision of the Concept Layout forward through project development sufficient for environmental evaluation, and eventually implementation.
In addition to the technical work on the layout, the Partner Agencies plan to continue community and stakeholder engagement. The design and implementation strategy work will be conducted in close coordination with interdependent project efforts happening around the station area, including the Diridon Station Area Plan (DSAP) and Google’s proposed “Downtown West” mixed-use development project.

The Partner Agencies continue to be committed to the partnership set forth by the Cooperative Agreement.

ADDITIONAL INFORMATION

Additional information on the Concept Plan, including the Layout Development Report and Frequently Asked Questions, can be found on the project website at www.diridonsj.org.
Community Interest in Diridon Station’s Future

2011

2014
2016 Caltrain Customer Survey

- Need to step up your game at Diridon Station.
- I think we can do better with connectivity at Diridon to make transfers easy and help passengers find their way around.
- Better signage would help first time riders.
- Needs to coordinate with VTA.

Major Land Development on the Horizon

Google, San Jose plan search giant's downtown expansion; up to 20,000 jobs possible
Advocates Investigate the Opportunity

Remaking Dividends: Principles to Plan and Grow
By Laura Valdez, San Jose Policy Director, and Vanessa Valdez, San Jose Station Coordinator

Lessons for Dividends: Denver’s Success Story That Almost Didn’t Happen
By Laura Valdez, after Denver and Sacramento Transit

Lessons for Dividends: Rebuilding Rotterdam Central Station
By Laura Valdez and Janine Parry

July 2017 European Stations Tour

Amsterdam
AGENDA ITEM #7
NOVEMBER 26, 2019

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: Joint Powers Board WPLP Committee

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: UPDATE ON CALTRAIN RAIL CORRIDOR USE POLICY

ACTION
This report is for information only. No Board action is required at this time.

SIGNIFICANCE
Peninsula Corridor Joint Powers Board (JPB) staff will make a presentation to provide an extensive update on the Caltrain Rail Corridor Use Policy (RCUP) to the Board Committee for Work Program – Legislative – Planning (WPLP) at its November meeting.

The RCUP is one of four interrelated planning and policy efforts that will collectively inform and guide the future use of JPB property. The other three projects include the Caltrain Business Plan, the Caltrain Station Management Toolbox (Toolbox), and the Caltrain Transit-Oriented Development (TOD) Policy.

BUDGET IMPACT
There is no impact on the budget.

ADDITIONAL INFORMATION
Since the last update was provided to the Board in September 2019, Caltrain staff have been engaged in developing the RCUP and closely aligning it with the Business Plan. At its September 2019 meeting, the WPLP received a presentation with an update on the RCUP. It reintroduced the purpose of the RCUP and its connection to the Business Plan, introduced key terms for the RCUP, presented an illustrative RCUP map, and concluded with next steps.

An extensive update is planned for the WPLP in November 2019, to share key draft findings for the RCUP project. This update will include sharing the full draft maps that have been developed for the RCUP project for the Caltrain corridor; key draft findings from those maps will also be presented, including a preliminary assessment of potential opportunity sites for development projects on JPB property. The update will also introduce the high-level decision-making framework that will accompany the maps as the administrative component of the RCUP project. The presentation will wrap up with
next steps, including a brief overview of work that is currently ongoing for Caltrain’s TOD Policy and related to the RCUP project.

For additional context and background, the text below summarizes the four interrelated efforts that Caltrain staff are currently engaged in to inform and guide the use of JPB property. Together, these efforts will provide a cohesive and “living” framework of policy direction and decision-making tools related to the use of JPB property assets, including for access improvements and development projects.

The four individual projects include:

- **Caltrain Business Plan**: this effort will establish a long-term vision for the Caltrain rail service for the next 20 to 30 years. It will assess the benefits, impacts, and costs of different service visions, building the case for investment and a plan for implementation. The Business Plan will include future service levels and patterns; conceptual infrastructure needs; costs for operations, maintenance, and capital projects; and ridership, mobility, and revenue outcomes. It will also consider the railroad’s interactions, benefits, and impacts with surrounding communities. Lastly, it will assess the organizational structure of the agency, including its governance and delivery approaches, as well as funding mechanisms to support future service.

- **Rail Corridor Use Policy**: this effort will develop a policy framework around the use of JPB-owned property to align with the service vision and the conceptual infrastructure needs developed in the Caltrain Business Plan. It will inventory land owned by the JPB and will develop decision frameworks related to the near- and long-term use of JPB property, including evaluation of potential conflicts between land development opportunities and future transit uses.

- **Station Management Toolbox**: this effort is funded by an FTA planning grant. It will develop a quantitative tool to help Caltrain evaluate tradeoffs and make decisions at its stations, including how to balance and manage investments in different access modes at stations and how to evaluate the potential use of station land for joint development projects.

- **Transit-Oriented Development Policy**: this effort will establish goals for transit-oriented development on Caltrain property, which will align with the conceptual infrastructure needs developed as part of the Business Plan. It will set forth policies to guide: the disposition of real estate assets; business objectives associated with joint development decisions (including the balance between affordable housing and revenue); engagement with local planning efforts; and other actions to promote the successful execution of TOD on JPB-owned property, as well as on property around transit facilities owned by third parties.
NEXT STEPS:
The RCUP is being closely coordinated with the Caltrain Business Plan. The RCUP is one part of a larger suite of planning and policy tools that will support comprehensive and informed decision-making around JPB property interests. The ongoing work and refinement of these efforts is being synchronized with the work of the Caltrain Business Plan, and additional RCUP updates to the WPLP and the public are anticipated in conjunction with the Business Plan process in 2019. Adoption of the RCUP is anticipated in early 2020.

Prepared by: Melissa Jones, Principal Planner, Caltrain Planning 650.295.6852
Overview of Presentation

- Background and Context
- Draft RCUP Maps
  - Draft Property Use Zones
  - Draft Service Vision Capital Project Overlay
  - Draft Key Mapping Findings
- Draft Decision-Making Framework
- Next Steps
Why is Caltrain developing the Rail Corridor Use Policy (RCUP)?

JPB staff frequently receive requests from third parties to use JPB property for all types of “non-railroad uses,” such as:

- Utilities
- Development projects
- Commercial businesses
- Access facilities
- Pop-up events
- Farmers markets

Would the proposed use be compatible with the railroad’s current and future needs?

A Board-adopted policy is needed to check compatibility of proposed uses and guide use of JPB property to achieve Caltrain’s Adopted Long-Term Service Vision.
RCUP Objectives

- Provide a Board-adopted policy framework that supports the delivery of Caltrain’s Long-Term Service Vision while also clarifying nearer-term opportunities for the use of JPB property
- Develop a process for considering and approving the range of proposed uses and projects on JPB property
- Provide transparency on decision-making process and outcomes

What will the RCUP contain?

- Policy Framework
- Maps
- Decision-Making Process
Primary Users
- Caltrain staff
- Joint Powers Board

Example Applications
Checking the compatibility of proposed third party uses such as:
- Proposed revenue-generating land uses of JPB property, such as:
  - A potential long-term lease for a joint development project, or
  - A potential commercial lease for a business.
- Proposed community land uses on JPB property, such as:
  - A potential park, or
  - A potential access facility.
- Other proposed uses of JPB property

Connection to Caltrain’s Long-Term Service Vision

RCUP catalogues these needs
What are the preliminary conclusions from the RCUP analysis?

- Most of the JPB’s property is needed for operations and for potential future capital projects to support delivery of Caltrain’s Long-Term Service Vision.
- The RCUP analysis shows a very limited number of sites that could be potential development opportunities without encroaching on area that is needed for potential future capital projects to support Caltrain’s Long-Term Service Vision.
- Looking to the future, there could be additional potential opportunities to integrate development projects with potential future capital projects that support Caltrain’s Long-Term Service Vision.

What are the preliminary conclusions from the RCUP analysis?

- The RCUP analysis shows 2 draft sites that are “high potential opportunity sites” – regularly shaped and >1.5 acres in size – that could be candidates for standard, independent development projects. The draft high potential opportunity sites total 4.8 acres.
- The RCUP analysis shows 7 draft sites that are “other potential opportunity sites” – irregularly shaped, <1.5 acres in size, or have other issues – that could potentially be candidates for development, pending further analysis. The draft other potential opportunity sites total 6.8 acres.
- The RCUP opportunity site analysis is preliminary – additional real estate analysis is needed through the TOD Policy to refine the number and size of the potential opportunity sites.
Connection to Other Projects

How does the RCUP fit in with Caltrain’s other planning and policy tools and documents?

Draft RCUP Maps
RCUP Mapping Process

- Draft maps have been developed for all the JPB’s property and operating easements.

- Two key components to the RCUP maps:
  - Property Use Zones serve as the base land use districts for JPB property in the RCUP.
  - Service Vision Capital Project Overlay is an overlay to the Property Use Zones and includes all potential future capital projects on JPB property that support the Business Plan’s service vision.

Property Use Zones

- Applied to all JPB property on the Caltrain corridor.
- Each Property Use Zone will have a list of allowable land uses that could be located within each zone.
Property Use Zone 1: Operating Right-of-Way

- Property reserved for safe operation of the railroad.
- Includes rail infrastructure, electrical safety zone for PCEP, and space for maintenance of way.*
- Generally unavailable for non-railroad land uses, except compatible utility uses.

* Property Use Zone 1 will be updated over time to include all new railroad infrastructure. As an example, Property Use Zone 1 will be updated once PCEP is complete to ensure all poles, etc. are included within its boundaries.

Property Use Zone 2: Station Right-of-Way

- Property located at and near Caltrain stations.
- Includes facilities that support the functioning of the station (access facilities, station buildings, etc.).
- Could include non-railroad land uses – such as commercial businesses, community uses, etc. – that are compatible with the functioning of the station and the safe operation of the railroad.
Property Use Zone 3: Non-Operating Right-of-Way

- Property that is not included in Property Use Zones 1, 2, or 4.
- Could include non-railroad land uses — such as commercial businesses, community uses, etc. — that are compatible with the safe operation of the railroad.

Note: This is a draft map that is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

Property Use Zone 4: Special Study Area

- Property that is involved in a defined, complex planning process with multiple stakeholders.
- Currently includes property associated with San Francisco* and San Jose terminals. (Not shown on this map)
- Generally unavailable for non-railroad land uses, except compatible utility uses.

* In portions of San Francisco, the JPB has a perpetual operating easement but does not own the underlying property in fee.

Note: This is a draft map that is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.
Service Vision Capital Project Overlay

- Conceptually represents areas of JPB property that may be needed for potential future capital projects.
- Before the start of the potential future capital project, allowable non-railroad uses will be limited to ensure that the property does not become permanently encumbered.
- Long-term non-railroad uses – such as a development project – could be designed to be delivered with or after the construction of the potential future capital project.

Methodology for Service Vision Capital Project Overlay

- Inclusive of all potential future capital projects that may be needed to support delivery of Caltrain’s long-term service vision.
- Deliberately taking a conservative approach to mapping potential projects.
  - RCUP maps will be updated in the future as conditions change (e.g., once a future project’s design has been finalized, or once a project has been delivered).
Methodology for Service Vision Capital Project Overlay

- Worked with the Caltrain Business Plan consultant team and Caltrain Engineering department to determine the dimensions for project “footprints.”
- The “footprint” mapped for each potential capital project includes space for construction and final project.
  - For example, for potential future grade separation projects, each footprint includes space for shoo-fly tracks to ensure continued rail service operations during construction, as well as space for final track configuration.

Service Vision Capital Project Overlay includes the following types of projects:

- Near-term future maintenance and rehabilitation projects
- Potential future changes to facilitate a blended rail system with High Speed Rail
Methodology for Service Vision Capital Project Overlay

Service Vision Capital Project Overlay includes the following types of projects:

- Potential future passing tracks to support increased rail service, as described by the Caltrain Business Plan in Moderate and High Growth Scenarios

- Potential future terminal projects at San Francisco and San Jose

- Potential future grade separation projects at each current at-grade vehicular crossing

- Potential future grade separation projects for bikes and pedestrians only
Service Vision Capital Project Overlay on RCUP Map

- Conceptually represents areas of JPB property that may be needed for potential future capital projects.
- Before the start of the potential future capital project, allowable non-railroad uses will be limited to ensure that the property does not become permanently encumbered.
- Long-term non-railroad uses – such as a development project – could be designed to be delivered with or after the construction of the potential future capital project.

Draft Mapping Results: Key Findings for Service Vision Capital Project Overlay

Table 2: JPB Property by Service Vision Capital Project Overlay (DRAFT)

<table>
<thead>
<tr>
<th>JPB Property</th>
<th>Total Acres</th>
<th>Percent of Total Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Within the Service Vision Capital Project Overlay</td>
<td>512.5</td>
<td>74%</td>
</tr>
<tr>
<td>Outside of Service Vision Capital Project Overlay</td>
<td>177.3</td>
<td>26%</td>
</tr>
<tr>
<td>Total</td>
<td>689.8</td>
<td>100%</td>
</tr>
</tbody>
</table>

Note: These findings are draft and are subject to change.
Draft Mapping Results: Key Findings for Service Vision Capital Project Overlay

- Station Right-of-Way and Non-Operating Right-of-Way are the two property use zones that could potentially have other non-railroad uses in them – but, these properties are not necessarily developable.

Draft Mapping Results: Preliminary Assessment of Potential Opportunity Sites

- Strategic Economics completed this analysis.
- Preliminary assessment of potential opportunity sites included:
  - Property in Station Right-of-Way (Property Use Zone 2) and Non-Operating Right-of-Way (Property Use Zone 3) outside of the Service Vision Capital Project Overlay, across entire corridor.
  - Identified the following types of sites:
    - “High Potential Opportunity Sites”: sites that are >1.5 acres in size and regularly shaped; could be candidates for standard, independent development projects.
    - “Other Potential Opportunity Sites”: Sites that are <1.5 acres in size, irregularly shaped, or have other issues and complications; pending further analysis through TOD Policy, could potentially be candidates for development.
  - Results show a limited number of sites that could be independently developable without encroaching on area within the Service Vision Capital Project Overlay.

Table 3: JPB Property Not in Service Vision Capital Project Overlay, by Property Use Zone (DRAFT)

<table>
<thead>
<tr>
<th>Property Use Zone</th>
<th>Total Acres Not in Service Vision Capital Project Overlay</th>
<th>Percent of Total JPB Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1: Operating ROW</td>
<td>110.1</td>
<td>16%</td>
</tr>
<tr>
<td>2: Station ROW</td>
<td>25.1</td>
<td>4%</td>
</tr>
<tr>
<td>3: Non-Operating ROW</td>
<td>42.1</td>
<td>6%</td>
</tr>
<tr>
<td>4: Special Study Area</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Total</td>
<td>177.3</td>
<td>26%</td>
</tr>
</tbody>
</table>
Much of the JPB’s property outside the Service Vision Capital Project Overlay is in the form of small, narrow sites.

Maximum width of Non-Operating Right-of-Way is 75 feet.

Note: This is a draft map that is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

Example in Brisbane

Maximum width of Non-Operating ROW outside of Service Vision Capital Project Overlay is 40 feet.

Note: This is a draft map that is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

Example in San Bruno
Much of the JPB’s property outside the Service Vision Capital Project Overlay is in the form of small, narrow sites.

Maximum width of Station Right-of-Way outside of Service Vision Capital Project Overlay is 25 feet.

Note: This is a draft map that is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

Draft Potential Opportunity Sites

- **This preliminary assessment is truly preliminary** – sites and actual developable area will be determined with additional real estate analysis through the TOD Policy.
- This additional “developability” study will include consideration of additional factors, including site constraints, parking, access needs, relationship to future potential capital projects, etc.

<table>
<thead>
<tr>
<th>Location</th>
<th>Estimated Site Area (acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Draft High Potential Opportunity Sites</strong></td>
<td></td>
</tr>
<tr>
<td>Redwood City Station</td>
<td>1.7</td>
</tr>
<tr>
<td>Mountain View Station</td>
<td>3.1</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>4.8</td>
</tr>
<tr>
<td><strong>Draft Other Potential Opportunity Sites</strong></td>
<td></td>
</tr>
<tr>
<td>Williams Ave &amp; Diana St, SF</td>
<td>1.4</td>
</tr>
<tr>
<td>South San Francisco Station</td>
<td>1.3</td>
</tr>
<tr>
<td>San Mateo Station</td>
<td>1.1</td>
</tr>
<tr>
<td>2nd Avenue, San Mateo</td>
<td>0.3</td>
</tr>
<tr>
<td>Hillsdale Station</td>
<td>0.6</td>
</tr>
<tr>
<td>Menlo Park Station</td>
<td>1.2</td>
</tr>
<tr>
<td>Sunnyvale Station</td>
<td>0.9</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>6.8</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td>11.6</td>
</tr>
</tbody>
</table>

Note: These findings are draft and are subject to change.
Draft Mapping Results: Preliminary Assessment of Potential Opportunity Sites

- RCUP is the first, preliminary step of analysis.
- TOD Policy process will complete additional analysis to further refine this list and complete the assessment of potential opportunity sites.
  - Will consider additional factors, including site constraints, need for replacement parking, site “developability,” relationship to future capital projects, product type, access needs, and other factors.
  - Actual developable area of potential opportunity sites will be determined by this further analysis.

High Potential Opportunity Site: Redwood City

- Site is currently used for station access (bus pick-up/drop-off and car parking)
- 1.7 acres in Station Right-of-Way remaining after Service Vision Capital Project Overlay
- JPB’s potential future development to be discussed in conjunction with potential future facilities for Caltrain, Dumbarton, Samtrans, City of Redwood City, etc.
High Potential Opportunity Site: Mountain View*

- Site is currently used for station access (car parking and pick-up/drop-off)
- 3.1 acres remaining in Station Right-of-Way after Service Vision Capital Project Overlay
- JPB’s potential future development to be discussed in conjunction with potential future plans for City of Mountain View, VTA, etc.

*Part of the site is encumbered by an easement with VTA

Draft Mapping Results: Preliminary Conclusions

- Most of the JPB’s property is needed for operations and for potential future capital projects to support delivery of the long-term service vision.
- Of the limited areas that are outside of the Service Vision Capital Project Overlay, most of the sites are small and narrow.
- At this time, only 2 sites are considered to be “High Potential Opportunity Sites,” but there may be more sites that are potentially developable (all or in part).
- This analysis is preliminary and is subject to further analysis by TOD Policy process. Preliminary results do not incorporate parking or access considerations and must be studied further to better understand actual developable area on Caltrain corridor.
- There may be additional opportunities for potential development projects that could be integrated with potential future capital projects.
Draft RCUP Decision-Making Framework

Background and Context

• JPB staff frequently receive requests from third parties to use JPB property for all types of “non-railroad uses,” such as:
  • Utilities
  • Commercial businesses
  • Access facilities
  • Development projects
  • Pop-up events
  • Farmers markets

• For approved third party uses, the JPB will issue an appropriate Property Access Agreement to the third party:
  • Depending on use, Property Access Agreement could be a license agreement, right-of-entry permit agreement, service agreement, encroachment permit, lease agreement, or easement agreement.
Current Approval Process for Proposed Uses

JPB Resolution No. 2010-45 - Policy of Property Conveyance contains policies and procedures for granting Property Access Agreements.

**Compatibility**

Staff approval process for proposed uses involves ensuring compatibility with:
- Current and potential future railroad needs
- Caltrain Engineering Standards
- CPUC regulations
- State and federal regulations

<5 Years on JPB Property:
- Staff approval needed

>5 Years on JPB Property:
- Staff approval needed
- Board approval needed

Proposed Role of RCUP in Approval Process

JPB Resolution No. 2010-45 - Policy of Property Conveyance contains policies and procedures for granting Property Access Agreements.

**Compatibility**

Staff approval process for proposed uses involves ensuring compatibility with:
- Current and potential future railroad needs
  - using Rail Corridor Use Policy maps and administrative document
- Caltrain Engineering Standards
- CPUC regulations
- State and federal regulations
### RCUP Decision-Making Framework Overview

**Purpose:**
- Provide a Board-adopted, clear, transparent decision-making process to determine the compatibility of proposed third party uses with current and future railroad needs of JPB property.
- Will be contained within an administrative document that accompanies the RCUP maps.
- Board will adopt a high-level decision-making framework, and a detailed, step-by-step guide will be developed for staff based on Board’s adopted decision-making framework.

### Definitions

- **Property Use Zones**
- **Service Vision Capital Project Overlay**

### Allowable Uses

List of “allowable uses” that defines the range of uses that could be compatible with the railroad’s needs in each zone.

### Process

to review, evaluate, and approve/reject proposed uses of JPB property, which will include:
- Directions on how and when to reference the RCUP maps;
- Instructions on when to refer to and use the **TOD Policy** and the **Station Management Toolbox** in the process; and,
- Identification of which land use decisions can be made by staff, and which should be made by the Board.
RCUP Decision-Making Process for a Proposed Third-Party Use

Approval process begins by checking compatibility with current and future railroad needs using the RCUP.

Location → Allowable Use → Determination

Check Compatibility

Yes
• Additional Analysis (as needed)
• Broader Approval Process

No
• Notify Applicant
• May Apply for Use Variance that Requires Board Approval

For example: idea for commercial development project is proposed by a developer for JPB property.

Location
• Staff check RCUP maps to understand proposed project’s location,
• Identify which Property Use Zone(s) it is located in, and
• If it is within the Service Vision Capital Project Overlay.
RCUP Decision-Making Process for a Proposed Third-Party Use

Allowable Use

- Staff check Decision-Making Framework to understand if the proposed use is listed as an allowable use for the applicable Property Use Zone and, if needed, Service Vision Capital Project Overlay.

Example Allowable Uses Table

<table>
<thead>
<tr>
<th>Operating Right-of-Way</th>
<th>Operating Right-of-Way with Service Vision Capital Project Overlay</th>
</tr>
</thead>
<tbody>
<tr>
<td>Utilities</td>
<td>Utilities</td>
</tr>
<tr>
<td>X, Y, Z Uses</td>
<td>X, Y, Z Uses</td>
</tr>
<tr>
<td>Commercial and Development Uses</td>
<td>Commercial and Development Uses</td>
</tr>
<tr>
<td>X, Y, Z Uses</td>
<td>X, Y, Z Uses</td>
</tr>
<tr>
<td>Community Uses</td>
<td>Community Uses</td>
</tr>
<tr>
<td>X, Y, Z Uses</td>
<td>X, Y, Z Uses</td>
</tr>
</tbody>
</table>

Determination

- Staff make a determination if the use is compatible with current and future railroad needs:
  - ✓ If the proposed use is listed as an allowable use in the applicable Property Use Zone, then it is **compatible**.
  - ✗ If the proposed use is not listed as an allowable use in the Property Use Zone, then it is **not compatible**.
**RCUP Decision-Making Process for a Proposed Third-Party Use**

- If it is **compatible**:
  - Staff follow directions in Decision-Making Framework to complete **additional review and analysis** of compatibility of proposed use as needed (TOD Policy or Station Management Toolbox).
  - Staff then complete the rest of the **broader approval process for Property Access Agreement** to determine compatibility with CPUC regulations, State/federal regulations, and Caltrain Engineering Standards.

- If it is **not compatible**:
  - Staff notify the applicant of the initial determination.
  - The applicant may apply for a **Use Variance**, which requires completion of the broader approval review process and Board approval.
Process to Update the RCUP

- The RCUP is intended to be a “living” document and to have the maps periodically updated.
- Example circumstances for updating the maps:
  - Completion of the Electrification Project – Update Operating ROW (Property Use Zone 1) to ensure it includes all PCEP infrastructure within its borders.
  - Decision by a City Council for a preferred alignment for a potential future grade separation project: Update the Service Vision Capital Project Overlay to include the new footprint of the potential project.

Next Steps
Upcoming Tasks and Board Updates

Ongoing Technical Work

- **RCUP:**
  - Developing decision-making framework for the Board and document for staff.
  - Compiling maps and decision-making framework into full Draft RCUP.
- **TOD Policy:**
  - Potential opportunity sites: additional assessment and analysis.
  - Develop policy framework.

**Upcoming Board Updates on RCUP**

- **December 2019:** Review Draft RCUP with WPLP (maps + decision-making framework)
- **January 2020:** Review Draft RCUP with full Board (maps + decision-making framework)
- **February 2020:** Propose Board adoption of RCUP

Thank you!
OVERVIEW:

- The RCUP is being developed to provide a Board-adopted policy framework around the use of Peninsula Corridor Joint Powers Board (JPB) property to support the achievement of the vision in the Caltrain Business Plan.
- The RCUP will include an administrative policy framework and a series of maps to facilitate decision-making regarding use of space on the JPB’s limited property along the rail corridor. This PDF presents the draft maps for the RCUP project.

PROPERTY USE ZONES

<table>
<thead>
<tr>
<th>Property Use Zone 1 – Operating Right-of-Way</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Property Use Zone 1 is the Operating Right-of-Way (ROW) land use district, and it includes property that is required for the safe operation of the railroad in its current configuration and for the Peninsula Corridor Electrification Project (PCEP).</td>
</tr>
<tr>
<td>• Land in Property Use Zone 1 is intended to serve railroad operations and is generally not available for non-railroad uses, except compatible utility uses.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Property Use Zone 2 – Station Right-of-Way</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Property Use Zone 2 is the Station Right-of-Way land use district, and it includes property that is located at and near Caltrain’s stations.</td>
</tr>
<tr>
<td>• Property in the Station Right-of-Way includes facilities that support the functioning of the railroad station, including station buildings, access facilities (such as sidewalks, driveways, loading and unloading areas, car parking facilities, bike parking facilities, etc.), passenger waiting areas, etc.</td>
</tr>
<tr>
<td>• Property Use Zone 2 could potentially have non-railroad land uses that are compatible with the functioning of the station and the safe operation of the railroad.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Property Use Zone 3 – Non-Operating Right-of-Way</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Property Use Zone 3 is the Non-Operating Right-of-Way land use district, and it includes all JPB property that is not already included in Property Use Zones 1, 2, and 4.</td>
</tr>
<tr>
<td>• Property in Property Use Zone 3 could potentially have non-railroad land uses that are compatible with the safe operation of the railroad, including development projects, commercial leases, community uses, etc.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Property Use Zone 4 – Special Study Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Property Use Zone 4 Zone is the Special Study Area land use district, and it includes JPB property that is currently involved in a defined planning process that formally involves multiple stakeholders.</td>
</tr>
<tr>
<td>• Examples include areas of the corridor associated with the railroad terminal studies at San Francisco and San Jose.</td>
</tr>
<tr>
<td>• Land in Property Use Zone 4 is generally not available for non-railroad uses, except compatible utility uses, and future use of the property will generally be determined through the defined planning process in each area.</td>
</tr>
</tbody>
</table>

PROJECT OBJECTIVES:

- Provide a Board-adopted policy framework that supports the delivery of Caltrain’s long-term service vision while also clarifying nearer-term opportunities for the use of JPB property.
- Develop a process for considering and approving the range of proposed uses and projects on JPB property.
- Provide transparency and clarity on the decision-making process and outcomes.

SERVICE VISION CAPITAL PROJECT OVERLAY

- The Service Vision Capital Project Overlay serves as an overlay district that is applied on top of the Property Use Zones to JPB property along the Caltrain corridor.
- This overlay conceptually represents areas of JPB property along the Caltrain corridor that may be needed for potential future capital projects.
- Because it is known that the property within its boundaries may be needed for a potential capital project in the future, the Service Vision Capital Project Overlay is intended to ensure that JPB property would not become permanently encumbered or used in a way that would make it difficult or impossible to deliver the potential future capital project.
- The Service Vision Capital Project Overlay could potentially have non-railroad land uses that are compatible with the safe operation of the railroad and that will be terminated before the anticipated start of the potential future capital project.
- The Service Vision Capital Project Overlay could also be potentially available for a future, long-term, non-railroad use of the land that is co-designed with the potential future capital project, that is co-delivered with the potential future capital project, or that is delivered after completion of the potential future capital project.

Note: Maps are for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.
Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only. In portions of San Francisco, the Peninsula Corridor Joint Powers Board has a perpetual operating easement but does not own the property in fee.
Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only. In portions of San Francisco, the Peninsula Corridor Joint Powers Board has a perpetual operating easement but does not own the property in fee.
LEGEND

Property Use Zones
1: Operating Right-of-Way
2: Station Right-of-Way
3: Non-Operating Right-of-Way
4: Special Study Area

Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.
Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.
PENINSULA CORRIDOR JOINT POWERS BOARD
CALTRAIN RAIL CORRIDOR USE POLICY: MAP 6 OF 34

Legend

Property Use Zones
1: Operating Right-of-Way
2: Station Right-of-Way
3: Non-Operating Right-of-Way
4: Special Study Area

Service Vision Capital Project Overlay

Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.
Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.
Legend

<table>
<thead>
<tr>
<th>Property Use Zones</th>
<th>Service Vision Capital Project Overlay</th>
</tr>
</thead>
<tbody>
<tr>
<td>1: Operating Right-of-Way</td>
<td>Service Vision Capital Project Overlay</td>
</tr>
<tr>
<td>2: Station Right-of-Way</td>
<td></td>
</tr>
<tr>
<td>3: Non-Operating Right-of-Way</td>
<td></td>
</tr>
<tr>
<td>4: Special Study Area</td>
<td></td>
</tr>
</tbody>
</table>

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Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.
Legend

Property Use Zones
1. Operating Right-of-Way
2. Station Right-of-Way
3. Non-Operating Right-of-Way
4. Special Study Area

Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.
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Property Use Zones
1: Operating Right-of-Way
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Service Vision Capital Project Overlay

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Property Use Zones
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Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.
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Property Use Zones
1: Operating Right-of-Way
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Service Vision Capital Project Overlay

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11/19/2019 - PUBLIC REVIEW DRAFT
LEGEND

Property Use Zones

1: Operating Right-of-Way
2: Station Right-of-Way
3: Non-Operating Right-of-Way
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Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.
PENINSULA CORRIDOR JOINT POWERS BOARD
CALTRAIN RAIL CORRIDOR USE POLICY: MAP 16 OF 34

Legend

1: Operating Right-of-Way
2: Station Right-of-Way
3: Non-Operating Right-of-Way
4: Special Study Area

Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.
PENINSULA CORRIDOR JOINT POWERS BOARD
CALTRAIN RAIL CORRIDOR USE POLICY: MAP 17 OF 34

Legend

Property Use Zones
1: Operating Right-of-Way
2: Station Right-of-Way
3: Non-Operating Right-of-Way
4: Special Study Area

Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.
PENINSULA CORRIDOR JOINT POWERS BOARD
CALTRAIN RAIL CORRIDOR USE POLICY: MAP 18 OF 34

Legend

Property Use Zones
1: Operating Right-of-Way
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4: Special Study Area

Service Vision Capital Project Overlay

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11/19/2019 - PUBLIC REVIEW DRAFT
Caltrain Rail Corridor Use Policy: Map 21 of 34

Legend

Property Use Zones
1. Operating Right-of-Way
2. Station Right-of-Way
3. Non-Operating Right-of-Way
4. Special Study Area

Service Vision Capital Project Overlay

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11/19/2019 - Public Review Draft

Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.
Peninsula Corridor Joint Powers Board
Caltrain Rail Corridor Use Policy: Map 24 of 34

Legend

Property Use Zones
1. Operating Right-of-Way
2. Station Right-of-Way
3. Non-Operating Right-of-Way
4. Special Study Area

Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.
LEGEND

Property Use Zones

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Service Vision Capital Project Overlay

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Legend

Property Use Zones

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Service Vision Capital Project Overlay

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**Peninsula Corridor Joint Powers Board**

**Caltrain Rail Corridor Use Policy: Map 29 of 34**

Legend

- **Property Use Zones**
  - 1: Operating Right-of-Way
  - 2: Station Right-of-Way
  - 3: Non-Operating Right-of-Way
  - 4: Special Study Area

- **Service Vision Capital Project Overlay**

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11/19/2019 - Public Review Draft
Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

Legend

- **Service Vision Capital Project Overlay**
- **Property Use Zones**
  1. Operating Right-of-Way
  2. Station Right-of-Way
  3. Non-Operating Right-of-Way
  4. Special Study Area
Legend

Property Use Zones
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Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.
PENINSULA CORRIDOR JOINT POWERS BOARD
CALTRAIN RAIL CORRIDOR USE POLICY: MAP 33 OF 34

4th & King Station
22nd Street Station
Bayshore Station
South San Francisco Station
San Bruno Station
Millbrae Station
Broadway Station
Burleghane Station
San Mateo Station
Hayward Park Station
Hillsdale Station
Belmont Station
San Carlos Station
Redwood City Station
Atherton Station
Menlo Park Station
Palo Alto Station
Stanford Stadium Station
California Avenue Station
San Antonio Station
Mountain View Station
Sunnyvale Station
Lawrence Station
Santa Clara Station
College Park Station
San Jose Diridon Station
Tamien Station
Capitol Station

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Legend

1: Operating Right-of-Way
2: Station Right-of-Way
3: Non-Operating Right-of-Way
4: Special Study Area

Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.
Uniqueness of Caltrain Corridor

• Legacy Corridor
  – Trains have been operating at the corridor since 1883
  – Parking lots are much smaller than those built in 1980s by other transit agencies

• Dynamic Corridor
  – Business Plan envisions completely different service patterns than exist today, requiring many infrastructure improvements
Uniqueness of Caltrain Corridor

Connection to RCUP

- At the start of the RCUP study, Staff recommended that TOD Policy not be finalized until after initial RCUP findings were available.
  - Rationale: we must understand nature of development inventory to enable TOD Policy to reflect nuances of the inventory.
Results Reflect Caltrain’s Uniqueness

RCUP identified only two “typical sites”
  • Mountain View
  • Redwood City

The remaining sites identified by RCUP are not typical of development sites owned by other agencies
  • Generally smaller and less deep
  • Not independently developable, and/or
  • Encumbered with other interests.

Quick Overview of Potential Sites

<table>
<thead>
<tr>
<th>Draft Other Potential Opportunity Sites</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Williams Avenue &amp; Diana St., San Francisco</strong></td>
<td>1.4 Site occupied with community garden and over tunnel</td>
</tr>
<tr>
<td><strong>South San Francisco Station</strong></td>
<td>1.3 Most of site is under 101 and it is not independently developable</td>
</tr>
<tr>
<td><strong>San Mateo Station</strong></td>
<td>1.1 Subject to long term lease with City of San Mateo</td>
</tr>
<tr>
<td><strong>2nd Avenue, San Mateo</strong></td>
<td>0.3 Great location, very small site</td>
</tr>
<tr>
<td><strong>Hillsdale Station</strong></td>
<td>0.6 Not independently developable</td>
</tr>
<tr>
<td><strong>Menlo Park Station</strong></td>
<td>1.2 Very narrow, includes many parking spaces and is a historical station site</td>
</tr>
<tr>
<td><strong>Sunnyvale Station</strong></td>
<td>0.9 Used as the station’s primary access point, shuttles and parking</td>
</tr>
</tbody>
</table>
TOD Policy Needs to be Flexible

Uniqueness requires that TOD Policy must be flexible to address various types of potential development sites.

- Example: If a site is too small, a land lease is not feasible:
  - Policy needs to be flexible enough to allow sale of sites under certain conditions such.
- As staff continues to work with the Board on the TOD Policy, we will need to:
  - Be creative
  - Build relationships with potential partners if sites are not independently developable
  - Find creative deal structures
  - Continue to analyze right of way to find more potential sites

Opportunities Remain for Integrated Development

- Independent development options are limited, but:
- As capital projects are planned it is likely that land development can be integrated into such projects.
  - Objectives of the capital project would dictate the size, location and timing
  - Real estate objectives would be secondary.
  - Opportunities for such projects will be identified through the planning process for each capital project.
Next Steps

Draft TOD Policy: WPLP December 19, 2019
Adopt TOD Policy: Caltrain Board Meeting February 6, 2019
TO: Work Program- Legislative-Planning Committee and Joint Powers Board

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: 2020 LEGISLATIVE PROGRAM

ACTION
This report is for information only. No Board action is required. At the January 5, 2020, meeting, staff will present the final 2020 Legislative Program for Board adoption.

SIGNIFICANCE
The 2020 Program establishes the principles that will guide Caltrain’s legislative and regulatory advocacy efforts through the 2020 calendar year, including the second half of the 2019-20 State legislative session and second session of the 116th Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow Caltrain to respond swiftly and effectively to unanticipated developments. Adoption of the Program provides our legislative delegation and our transportation partners with a clear statement of Caltrain’s priorities.

The 2020 Program is organized to guide Caltrain’s actions and positions in support of three primary objectives:

1. Maintain and enhance funding opportunities to support Caltrain’s programs, projects, and services.

2. Seek a regulatory environment that streamlines project delivery and maximizes Caltrain’s ability to meet public transportation service demands.

3. Reinforce and expand programs that build and incentivize public transportation ridership.

The Program is structured to apply these core objectives to a series of issues detailed in the 2020 Legislative Program.

Should other issues surface that require Caltrain’s attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are
unrelated to these policy goals will be brought to Caltrain’s Board of Directors for consideration.

Caltrain and its legislative consultants will employ a variety of engagement tools to support the 2020 Legislative Program, including:

1. Direct Engagement
   Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances Caltrain’s legislative priorities and positions.

2. Coalition-based Engagement
   Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2020 Program.

3. Media Engagement
   Build public awareness and communicate legislative priorities by issuing press releases, organizing media events, and through the use of social media and other electronic media.

**BUDGET IMPACT**
There is no impact on the budget.

**BACKGROUND**
Staff actively monitors legislative and regulatory activity and will seek Board positions on selected bills as appropriate to further Caltrain’s legislative objectives and to provide support for our advocacy efforts. Staff will supply updated reports summarizing relevant legislative and regulatory activities, allowing the Board to track legislative developments and providing opportunities to take appropriate action on pending legislation.

Prepared By: Casey Fromson, 650.508.6493
Government and Community Affairs Director
Peninsula Corridor Joint Powers Board

2020 Legislative Program

Purpose

Legislative and regulatory actions have the potential to significantly benefit Peninsula Corridor Joint Powers Board (JPB) programs and services. They also have potential to present serious challenges that threaten the JPB’s ability to meet Caltrain’s most critical transportation demands.

The 2020 Legislative Program establishes the principles that will guide the Agency’s legislative and regulatory advocacy efforts through the 2020 calendar year, including the second half of the 2019-2020 State legislative session and the second session of the 116th Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Agency to respond swiftly and effectively to unanticipated developments.

Objectives

The 2020 Legislative Program is organized to guide the Agency’s actions and positions in support of three primary objectives:

• Maintain and enhance funding opportunities to support the Agency’s programs and services;
• Seek a regulatory environment that streamlines project delivery and maximizes the Agency’s ability to meet transportation service demands; and
• Reinforce and expand programs that build and incentivize public transportation ridership and improve quality transportation choices.

Issues

The Legislative Program is structured to apply these core objectives to a series of State and Federal issues falling in these categories:

• Budget and Transportation Funding Opportunities
• Transportation Projects - Funding Requests and Needs
• Regulatory and Administrative Issues

Within these categories are a detailed list of specific legislative initiatives and corresponding set of policy strategies.

Should other issues surface that require the JPB’s attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the Board of Directors for consideration.
Advocacy Process
Staff will indicate on each monthly legislative update recommended positions for pending bills. Once the board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). In rare circumstances, should a position on a bill be needed in advance of a board meeting, staff will confer with the Board Chair. If legislation falls outside of the scope of the Board’s adopted Legislative Program, Board approval will be required prior to the agency taking a position.

Public Engagement Strategies
Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2020 Legislative Program, including:

- **Direct Engagement**
  Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the Agency’s legislative priorities and positions.

- **Coalition-based Engagement**
  Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2020 Legislative Program.

- **Media Engagement**
  Build public awareness and communicate the Agency’s legislative priorities by issuing press releases, organizing media events, and through the use of social media.

The adopted legislative program will guide the agency’s legislative advocacy efforts until approval of the next program.
# State and Regional

## Funding Opportunities and Challenges

<table>
<thead>
<tr>
<th>Issue / Background</th>
<th>Strategy</th>
</tr>
</thead>
</table>
| **General Funding** In 2017, the State enacted SB 1, which provides $5.2 billion to maintain local streets and roads and highways, ease traffic congestion, and provide mobility options through investments in public transportation and bicycle and pedestrian programs.  
In 2014, the Legislature called for, via SB 1077, a pilot program to study a road charge model as an alternative to the gas tax. The nine-month pilot began in July 2016, with over 5,000 participating vehicles statewide. The California State Transportation Agency (CalSTA) reported its findings from the Legislature to the CTC and the Legislature in 2018.  
| • Protect against the elimination or diversion of any State or regional funds that support the agency’s transportation needs.  
• Support State funding allocation requests for investments that benefit the agency’s transportation programs and services.  
• Work with statewide transit coalitions to identify and advance opportunities for funding that would support the agency’s transportation priorities.  
• Support efforts to provide funding for the deployment of zero emission transit vehicles and infrastructure.  
• Monitor recommendations of the Road Usage Charge (RUC) Technical advisory Committee and implementation of a RUC program by the California State Transportation Agency (CalSTA).  
• Monitor efforts to implement a mileage-based user fee as a potential revenue source.  |
| **Formula Funding** After years of diversion to support the State’s General Fund, funding for the State Transit Assistance (STA) program has remained stable over the last few budget cycles thanks to successful legal, legislative and political efforts on behalf of the transportation community. Still, more revenue is needed in order to meet the demand of increased ridership, reduce highway congestion and adhere to the State’s mandate of reducing greenhouse gas emissions, and creating livable communities. | • Support the full funding of the STA program at levels called for in the 2011 reenactment of the 2010 gas-tax swap legislation.  
• Advocate for the regularly scheduled issuance of State infrastructure bonds that support the Agency’s services and programs.  
• Support full and timely allocation of the Agency’s STIP share.  
• Support CTA efforts to engage the Legislature on TDA reform and the review of performance measures for transit.  |
In 2019, the California Transit Association convened a working group, at the request of the Senate and Assembly Transportation Committees to review and provide potential changes to the Transportation Development Act (TDA). The Agency is part of the working group.

<table>
<thead>
<tr>
<th>Cap-and-Trade Revenues</th>
<th>Work with the Administration and like-minded coalitions to secure the appropriation of additional cap-and-trade revenues to support the Agency’s transportation needs.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Support legislation and regional action that makes a broad array of the Agency’s emissions-reducing transportation projects, programs and services eligible for investment.</td>
</tr>
<tr>
<td></td>
<td>Protect existing cap-and-trade appropriations for transit operations, capital projects and sustainable communities strategy implementation.</td>
</tr>
<tr>
<td></td>
<td>Work to direct additional revenues to transit-eligible programs, including efforts to secure funding from the remaining discretionary funds and revenues dedicated to the high-speed-rail project.</td>
</tr>
<tr>
<td></td>
<td>Support efforts to revise the State’s definition on “disadvantaged communities” to encompass a larger proportion of disadvantaged communities on the Peninsula.</td>
</tr>
</tbody>
</table>

In 2012, the State began implementing the cap-and-trade market-based compliance system approved as a part of the California Global Warming Solutions Act of 2006 (AB 32). Since the program began selling allowances, the program has generated billions of dollars. In 2014, legislation was enacted creating a long-term funding plan for cap-and-trade which dedicates 60 percent of cap-and-trade revenues to transportation. The remaining 40 percent is subject to annual appropriation through the state budget process. In 2017, the legislature extended the program from 2020 to 2030.

Caltrain is eligible for funding through the Low Carbon Transit Operations Program, the Transit and Intercity Rail Capital Program, and the Affordable Housing Sustainable Communities Program. Each program’s requirements, oversight, and competiveness vary.

The programs require a certain percentage of funds be expended in state defined “disadvantaged communities” (as defined by CalEnviroScreen). This can prove difficult in...
jurisdictions with a small number of disadvantaged communities.

**Voter Threshold** Legislation has been considered in recent years that provide a framework for lowering the thresholds for the State or a city, county, special JPB or regional public agency to impose a special tax.

- Support efforts to amend the State Constitution to reduce the voter threshold required for the State or a city, county, special district or regional transportation agency to impose a special tax for transportation projects or programs.

**Other State or Local Funding Options** Local and regional governments continue to seek methods for funding new infrastructure, facility needs, sustainability initiatives, and projects that will support ridership growth through a variety of methods such as managed lanes and local ballot measures.

In 2017, SB797 gave Caltrain the authority to place a three county, 1/8 sales tax measure on the ballot. There is no sunset date for the measure to be enacted.

A potential regional transportation measure (called FASTER) is being led by the Bay Area Council, Silicon Valley Leadership Group and SPUR. They are working towards a November 2020 ballot and many details about the expenditure plan are still being discussed.

- Advocate for legislation that would create new local funding tools to support transportation infrastructure and services.
- Support innovative local and regional funding options that will provide financial support for the agency.
- Support legislation that works to ensure revenues generated through express lane projects remain in the County of origin.
- Advocate for funding sources that would assist transit agencies in obtaining funds for sustainability initiatives including water conservation, waste reduction, long-term resource efficiency of facilities and equipment, and greenhouse gas reductions.
- Support funding for workforce development, retention and housing to attract and retain quality personnel.
- Support efforts to implement SB797.
- Support efforts that allow for public private partnerships that benefit the implementation of capital projects, efficient operation of transit services, or enhanced access to a broad range of mobility options that reduce traffic congestion.
- Work to ensure the agency is at the table and appropriately funded as part of any “FASTER” regional funding measure.

**Transportation & Housing Connection** Given the housing shortage crisis, there have been efforts at the State and regional level to link housing and zoning with transportation funding

- Evaluate state or regional efforts that directly link transportation funding to housing
- Advocate for solutions that appropriately match decision making authority with funding (i.e – An agency shouldn’t be financially penalized for decisions that are outside the authority of the agency)
<table>
<thead>
<tr>
<th><strong>Transportation Projects</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General</strong> As the Bay Area’s population continues to grow, the region’s transportation infrastructure is being negatively impacted. Highways, local streets and roads are becoming heavily congested, Caltrain is nearing its capacity limits, and the demand for housing with easy access to public transit is increasing.</td>
</tr>
<tr>
<td>- Work with partners in the region to bring business, community, and transportation stakeholders together to enhance, support and advocate for transportation and mobility in the Bay Area.</td>
</tr>
<tr>
<td><strong>Caltrain Modernization (CalMod) Program</strong> In 2012, the State Legislature appropriated $705m in Prop 1A high-speed rail funds to modernize the Caltrain corridor and lay the foundation for future high-speed rail service. Under a multi-party regional funding agreement, this investment was matched with a variety of local, regional, state and federal funding sources to electrify the corridor, install an advanced signaling system and replace Caltrain’s aging diesel trains with electric trains that will dramatically improve service between San Francisco and San Jose. The CalMod program is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.</td>
</tr>
<tr>
<td>- Advocate for the sale and allocation of Proposition 1A bonds to meet the commitments specified in SB 1029 with respect to the Caltrain corridor and work to include funding for Caltrain in any future Proposition 1A appropriations.</td>
</tr>
<tr>
<td>- Support the allocation of cap-and-trade funding to advance implementation of the CalMod Program.</td>
</tr>
<tr>
<td>- Work with state, local and regional partners to advance policies and actions that will help secure funding needed to fulfill local, regional and state commitments to the CalMod Program.</td>
</tr>
<tr>
<td>- Work to address regulatory challenges that limit the implementation of solutions that will maximize Caltrain capacity and service benefits.</td>
</tr>
<tr>
<td>- Support the allocation of cap-and-trade or other state / regional funding to advance implementation of Caltrain projects.</td>
</tr>
<tr>
<td>- Work to address regulatory actions or policies that negatively impact Caltrain future capacity or service improvements.</td>
</tr>
<tr>
<td>- Support the implementation of the Caltrain Business Plan associated projects and policies. Continue to educate the Caltrain legislative delegation and key members of the Administration on the Plan.</td>
</tr>
<tr>
<td>- Ensure relevant state and regional agencies incorporate relevant elements of the Caltrain business plan in their long-term plans.</td>
</tr>
<tr>
<td>- Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor.</td>
</tr>
<tr>
<td><strong>Caltrain 2040 Business Plan</strong> In October 2019, the Caltrain Board adopted a long-term 2040 Service Vision, defining an ambitious plan for growing service over the next 20-plus years. The service vision outlines the capital and operating needs to achieve the this vision and includes projects such as longer EMU fleet, longer platforms, level</td>
</tr>
</tbody>
</table>
boarding, passing tracks, grade separations and station upgrades. It also identified needs to prepare the railroad to expand and integrate into a regional rail network. The plan is expected to be complete in 2020.

**High-Speed Rail Blended System** In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work kicked-off in the corridor. HSR anticipates releasing a Draft EIR in 2020. While this project is not being led by the JPB, the agency owns the right-of-way and has a significant interest in the process and success of the project that will “blended” with Caltrain service. HSR may ask for another Prop 1A allocation in 2020. HSR will also release a 2020 Business Plan.

**Transit Oriented Development / First and Last Mile** First and last mile projects, as well as transit oriented development projects are an important part of the broad transit ecosystem that will help support robust ridership in the corridor.

<table>
<thead>
<tr>
<th><strong>Transportation Demand Management (TDM)</strong></th>
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<tbody>
<tr>
<td>TDM is the application of strategies and policies to reduce travel demand of single-occupancy vehicles or to redistribute this demand in space or time.</td>
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<tr>
<td>• Support efforts that provide more TDM tools and funding opportunities.</td>
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<td>• Support policies that encourage use of TDM.</td>
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<td>• Ensure Caltrain is positioned to receive funding if there is an appropriation of Cap and Trade funds and/or bond funds in support of the state’s rail modernization efforts.</td>
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<td>• Support efforts to provide commuters with easy and convenient options to travel to and from major transit centers to their final destination.</td>
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<tr>
<td>• Support the development of new and innovative first and last mile options.</td>
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<tr>
<td>• Support increased funding opportunities for first and last mile projects.</td>
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<tr>
<td>• Advocate for policies that promote transit-oriented developments in ways that with compliment transit services.</td>
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<td>• Support the State’s GHG reduction goals by supporting transit oriented developments.</td>
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<tr>
<td>• Support state funding incentives and streamlining processes for transit oriented development.</td>
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<tr>
<td><strong>Regulatory and Administrative Issues</strong></td>
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<tr>
<td>-----------------------------------------</td>
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<tr>
<td><strong>General</strong></td>
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<tr>
<td><strong>California Environmental Quality Act (CEQA)</strong></td>
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<td><strong>Sustainable Communities Strategies</strong></td>
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<tr>
<td><strong>State Rail Plan</strong></td>
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| California’s rail network for the next 20 years and beyond. | • Ensure the State Rail Plan appropriately characterizes the Caltrain system and future plans.  
• Ensure any planning, development, or policy proposals for a second bay crossing are consistent with Caltrain policies and planning. |
<table>
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<tr>
<th>Issue / Background</th>
<th>Strategy</th>
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</table>
| **Federal Appropriations** Every year, Congress adopts several appropriations bills that cover 12 major issue areas, including the Transportation, Housing and Urban Development bill. These measures provide the authority for federal agencies to spend money during the upcoming fiscal year for the programs they administer. | • Partner with local, regional, State and national coalitions to advocate appropriation of the maximum authorized amount for programs that benefit the agency’s transportation services and needs.  
• Work with local and regional coalitions to support requests for funding from discretionary programs, including the Capital Investment Grant program.  
• Communicate frequently with the agency’s federal delegation and key appropriators on the needs or concerns of pending appropriation bills.  

In September 2019, Congress passed a continuing resolution (CR) to keep federal agencies funded at the same level as the previous fiscal year, through November 21, 2019. Congress is expected to pass a CR or omnibus appropriations bill to fund the government for the fiscal year 2020.  

The President and the Department of Transportation (DOT) have proposed phasing out the Capital Investment Grant program (New Starts/Small Starts/Core Capacity) in the annual budget request. However, Congress continues to provide funding for the program and has include language in the annual Transportation/HUD Appropriations bills requiring the Federal Transit Administration (FTA) to allocate funding for projects and to continue to sign full funding grant agreements. |
### Tax and Finance

Congress considers legislation that governs tax and finance issues that impact transit agencies.

- Support efforts to ensure tax provisions that benefit the agency’s priorities are included in any tax or finance proposal.
- Protect against the elimination or diversion of any tax policies that support the agency’s transportation needs.

### Transportation Projects

#### General
Support the efforts of partnering agencies to obtain federal funding for Agency related transit projects.

- Work with federal delegation members, as well as local, regional, and state coalitions to support the federal funding requests for our partner transit agencies on projects that provide complimentary services for the agency.

#### Caltrain Modernization (CalMod) Program
The current Caltrain Electrification Project funding plan includes funding from several federal funding sources including the FTA Core Capacity Program.

Positive Train Control (PTC) is a federal mandate. The current Caltrain Positive Train Control (PTC) project includes funding from the Federal Railroad Administration (FRA).

The CalMod program is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.

#### Caltrain 2040 Business Plan
In October 2019, the Caltrain Board adopted a long-term 2040 Service Vision, defining an ambitious plan for growing service over the next 20-plus years. The service vision outlines the capital and operating needs to achieve the vision and includes projects such as longer EMU fleet, longer platforms, level boarding, passing tracks, grade separations and station upgrades. It also identified needs to

- Advocate for the Caltrain Electrification Project FTA Core Capacity funding to be included in the President’s budget request and in the annual THUD Appropriations bills.
- Work with federal delegation members, as well as local, regional, and state coalitions to support the Caltrain requests for funding.
- Advocate for additional PTC funding for capital and operating expenses.
- Support efforts to streamline regulatory administrative hurdles to supporting full PTC operations.
- Support the allocation of federal funding to advance implementation of Caltrain-related projects.
- Work to address regulatory actions or policies that negatively impact future capacity or service improvements.
- Support the implementation of the Caltrain Business Plan associated projects and policies. Continue to educate the Caltrain legislative delegation and key members of the Administration on the Plan.
- Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor.
prepare the railroad to expand and integrate into a regional rail network.

**High-Speed Rail Blended System** In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work kicked-off in the corridor. HSR anticipates releasing a Draft EIR in 2020. While this project is not being led by the JPB, the agency owns the right-of-way and has a significant interest in the process and success of the project that will “blended” with Caltrain service. HSR may ask for another Prop 1A allocation in 2020. HSR will also release a 2020 Business Plan.

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| **General** Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals. | • Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the agency.  
• Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts. |
| **FAST Act Reauthorization and other Regulations** The FAST Act expires in September 2020. Congressional authorization committees have been holding hearings throughout 2019. The Senate Environment and Public Works Committee passed its bill, America’s Transportation Infrastructure Act of 2019 (S. 2302), on July 30, 2019. The bill authorizes $287 billion over five | • Collaborate with local, regional, state and national transportation advocacy groups to coordinate comments and advocacy efforts that support regulations that maximize benefits for transportation programs, services and users.  
• Collaborate with local, regional, state and national transportation advocacy groups to coordinate proposals and advocacy efforts for FAST Act reauthorization.  
• Monitor and review guidance and rulemaking proposals affecting FAST Act implementation and other transportation issues.
years, including $259 billion for highway formula programs. The total represents an increase of over 27 percent from FAST Act funding. The legislation maintains the existing rail-highway grade crossing set-aside at the current $245 million per year but increases the federal cost share for the grants from 90 percent to 100 percent. The bill also allows states to use these funds for projects to reduce pedestrian injuries and fatalities from trespassing on railroad right-of-way.

Funding has still not been identified to pay for the bill. The other authorization committees in the Senate and House still need to draft and pass their bills. During Congress’ consideration of the reauthorization bill, there will be an opportunity to change, increase funding, and implement new policy for highway, transit, and rail programs.

USDOT will also issue guidance, new rulemaking, and take action in response to Executive Orders on a variety of issues outside the scope of the FAST Act.

**Infrastructure Proposals** Congress could consider an infrastructure package in 2020 that would include increased funding for highways, transit, aviation, and water programs. Funding for these programs has yet to be identified.

| | • Monitor closely and take action as needed on new Administration or Congressional policies that may have a significant impact on transit / transportation projects and programs.  
• Advocate for funding for the Agency’s projects and needs in a broad infrastructure proposal. |