AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

Work Program – Legislative – Planning (WPLP) Committee Meeting

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

Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to the Governor's Executive Orders N-25-20 and N-29-20.
Directors, staff and the public may participate remotely via Zoom at **https://zoom.us/j/99768901849?pwd=VmVSSEJFZHhyNzhIR212RURzODNndz09** or by entering Webinar ID: **997 6890 1849,** Passcode: **609602**, in the Zoom app for audio/visual capability or by calling 1-669-900-6833 (enter webinar ID and press **#** when prompted for participant ID) for audio only. The video live stream will be available after the meeting at http://www.caltrain.com/about/bod/video.html

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

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

March 24, 2021 – Wednesday **3:00 pm**

1. Call to Order / Pledge of Allegiance
2. Roll Call

3. Public Comment on Items not on the Agenda
   Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.
4. Approve Meeting Minutes of February 24, 2021 — MOTION
5. State and Federal Legislative Update and Approval of Legislative Proposals: Support SB 339 (Wiener) — MOTION
6. South San Francisco Caltrain Station Improvement Project Update — INFORMATIONAL
7. Major Terminal Planning Efforts Update — INFORMATIONAL
8. Committee Member Requests
9. Date/Time of Next Regular WPLP Committee Meeting: Wednesday, April 28, 2021 at 3:00 pm via Zoom
10. Adjourn

INFORMATION FOR THE PUBLIC

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

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

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

Date and Time of Board and Committee Meetings

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

Location of Meeting

Due to COVID-19, the meeting will only be via teleconference as per the information provided at the top of the agenda. The Public may not attend this meeting in person.
*Should Zoom not be operational, please check online at http://www.caltrain.com/about/bod/Board_of_Directors_Meeting_Calendar.html for any updates or further instruction.

Public Comment*

Members of the public are encouraged to participate remotely. Public comments may be submitted to publiccomment@caltrain.com prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at http://www.caltrain.com/about/bod/Board_of_Directors_Meeting_Calendar.html . Oral public comments will also be accepted during the meeting through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM and each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation

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

Availability of Public Records

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

AGENDA ITEM #4
MARCH 24, 2021

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

DRAFT MINUTES OF FEBRUARY 24, 2021

MEMBERS PRESENT:	C. Stone (Chair), C. Chavez
MEMBERS ABSENT:	S. Heminger
STAFF PRESENT:	J. Hartnett, J. Cassman, S. van Hoften, S. Petty, M. Bouchard, D. Hansel, R. Rios, B. Fitzpatrick, L. Low, S. Petty, D. Seamans, S. Wong

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE

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

2. ROLL CALL

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

3. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Roland Lebrun, San Jose, commented on Caltrain reaching out to Valley Transportation Authority (VTA) to express interest in purchasing the Gilroy parking lot.

4. APPROVE MEETING MINUTES OF JANUARY 27, 2021

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

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

Lori Low, Public Affairs Officer, provided a federal and state legislative update. She noted the House Budget Committee approved President Biden's $1.9 trillion pandemic aid that could bring $1.9 billion for Bay Area transit. Ms. Low reported hearings beginning on the Governor's proposed state budget on the regulatory reporting relief related to the transportation development act.

Public comment
Roland Lebrun, San Jose, commented on Assembly Bill (AB) 1091 by Mark Berman which proposes to replace elected officials on the Valley Transportation Authority (VTA) Board with members of the public.

6. POLICY REGARDING THIRD PARTY REQUESTS TO USE PROPERTY OWNED BY THE PENINSULA CORRIDOR JOINT POWERS BOARD

Brian Fitzpatrick, Director of Real Estate & Property Development, provided the presentation on the background and proposed revisions to the property conveyance policy and fee schedule. Mr. Fitzpatrick noted the policy context, types of uses covered, and how uses were approved. He reiterated that they would schedule a hearing in March and this would go to the Joint Powers Board in April.

The Board members had a discussion and staff provided further clarification in response to the Board comments and questions regarding an internal Land Use Committee for Caltrain, termination for transit purposes clause, using equity analysis to determine policy, affordable housing, and incentives for affordable housing developers.

Public comment
Jeff Carter, Millbrae, commented on not preventing future use of four tracks with current actions.

Roland Lebrun, San Jose, commented on deferring recommendation to the Board until there is a new team.

Drew, San Mateo, commented on policy for the use of parking lots for a skateboard parks, and policy for addressing bike pedestrian paths.

Motion/Second: Chavez/Stone to recommend the staff report to the Board and call a public hearing in April
Ayes: Chavez, Stone
Noes: None
Absent: Heminger

7. BACKGROUND ON GRADE SEPARATION PROJECTS AND PROCESS

Sebastian Petty, Deputy Chief of Planning, provided the presentation on the purpose, regulation, safety, usage, and existing gate downtimes. He explained Section 190 program funding. Mr. Petty also noted city-led grade separation, closure plans and the corridor wide grade separation strategy.

The Board members had a discussion and staff provided further clarification in response to the Board comments and questions regarding a continuous funding stream, looking at opportunities with land, differences between this presentation and the Business Plan presentation to the full Board, shovel-ready construction projects, idling trains, climate change, and needing Federal funding.

Public comment
Roland Lebrun, San Jose, commented on four-track grade crossing, displaying all grade crossings in the presentation, prioritization, fatalities, and using advanced technologies to increase safety and efficiency when installing electrification.

Jeff Carter, Millbrae, commented on obtaining highway funding for grade separations and train frequency.

Oso, San Diego, commented on adopting sustainable policy and the electrification completion date.

Drew, San Mateo, commented on developing a framework for future bicycle-pedestrian crossings.

8. COMMITTEE MEMBER REQUESTS

Director Chavez requested a bullet to the Property Conveyance presentation regarding Caltrain's internal land use committee and termination for transit purposes clause.

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

10. ADJOURN

The meeting adjourned at 4:23 p.m.

AGENDA ITEM #5
MARCH 24, 2021

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: JPB Work Program-Legislative- Planning Committee

THROUGH: Jim Hartnett
Executive Director

FROM: Rona Rios
Acting Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE AND APPROVAL OF LEGISLATIVE PROPOSALS: SUPPORT SB 339 (WIENER)**

ACTION

Staff Coordinating Council recommends the Board:

1. Receive the attached Federal and State Legislative Updates
2. Approve the recommended Peninsula Corridor Joint Powers Board positions on those pieces of legislation designated for action on the attached State Legislative Matrix.

SIGNIFICANCE

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

Prepared By: Brent Tietjen, Government and Community Affairs Officer 650-295-6877

March 17, 2021

TO: Peninsula Corridor Joint Powers Board Members

FROM: Mike Robson and Trent Smith, Edelstein Gilbert Robson & Smith, LLC
Joshua W. Shaw and Matt Robinson, Shaw / Yoder / Antwih, Inc.

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

General Update

February 19th marked the deadline for legislators to introduce bills for the 2021 session. Around 2300 bills were introduced which is a surprisingly normal load given that the legislative committee schedule will be limited due to COVID-19 precautions. Last year, hundreds of bills failed to pass due to precautions and lack of time.

Normally bills must be in print for 30 days before the Legislature takes any action on them, including hearing the bill or amending it. To prevent time constraints seen last session, the Senate has waived this rule allowing them to hear bills immediately. The Assembly has yet to follow suit, but it is likely that policy committee Chairs will be given a lot of latitude to not hear bills. At the same time, there will likely be an unofficial limit placed on the number of bills each Assemblymember can move to the Assembly Floor.

American Rescue Plan Act of 2021

On March 11, President Biden signed into law the American Rescue Plan of 2021. The emergency relief package provides $30.5 billion in relief funding to transit agencies nationwide and $1.7 billion to Amtrak. California's transit agencies are expected to receive approximately $4 billion in relief funding from the package.

The transit funding included in the bill would flow as follows:

- **$26.086 billion for grants to urbanized areas (FTA 5307)**
  - Initially, the funding amounts made available for these grants, when combined with the CARES Act and CRRSAA, shall ensure that urbanized areas receive 132 percent of their transit agencies' 2018 operating costs.
  - After making these apportionments, excess funds would flow to urbanized areas that did not receive apportionments initially, because they had received grants in excess of the 132 percent threshold between the

CARES Act and CRRSAA. These urbanized areas shall receive 25 percent of their transit agencies' 2018 operating costs.
    - Finally, urbanized areas that received CARES Act and CRRSAA grants totaling 130 to 132 percent of their agencies' 2018 operating costs, shall receive from excess funds an additional 10 percent of their transit agencies' 2018 operating costs.
- **$50 million for grants for seniors and persons with disabilities (FTA 5310)**
- **$317.2 million for grants to rural areas (FTA 5311)**
    - States shall receive allocations on a sliding scale of 5 to 20 percent of 2018 rural operating costs, depending on the level of CARES Act and CRRSAA grants received.
- **$100 million for grants to (FTA 5311(F))**
- **$2.207 billion for additional assistance to maintain operations (through application to DOT Secretary)**
    - The Secretary shall evaluate grant requests based on the level of financial need demonstrated. The demonstrated need includes future financial need to maintain service as a percentage of 2018 operating costs that has not been replaced by the funds made available by the other grants of the Title, CARES Act or CRRSAA.
- **$1.675 billion for additional Capital Investment Grant (CIG)support (FTA 5309)**
    - $1.425 billion for specific New Start and Core Capacity projects, including $52.4M for Caltrain Electrification
    - $250 million for Small Start projects that are a recipient of a CIG allocation or an applicant in the project development phase.

Vaccine Distribution

The California Transit Association (Association) submitted a letter to Governor Newsom and several state agencies, requesting that the state include frontline transit workers in Phase 1 of the state's vaccine distribution plan. Subsequently, the California Department of Public Health's (CDPH) COVID-19 Vaccine Drafting Guidelines Workgroup took formal action to include transit frontline workers into Phase 1B – Tier 2 of the state's vaccination distribution plan. Unfortunately, on January 25, the plan Governor Gavin Newsom announced eliminated the priority for transit operators and in response, the Association raised concerns with the new plan and urged the Governor to reconsider the decision to deprioritize transit frontline workers in the state's new plan. **On March 11, CDPH issued a new provider bulletin that allows frontline transit workers to be eligible for the COVID-19 vaccine beginning March 15.**

Bills with Recommended Action

SB 339 (Wiener) Road User Charge

Existing law requires the CTC to create a Road Usage Charge (RUC) Technical Advisory Committee to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas

tax system and report its work to the Legislature. The existing authorization sunsets on January 1, 2023. This bill would extend the sunset date to January 1, 2027 because the CTC requested an extension to run another pilot with actual fee collection. **We recommend the *Peninsula Corridor Joint Powers Board* SUPPORT this bill.**

Bills of Interest

AB 339 (Lee) – Open Meetings: Translation. This bill would require meetings of a legislative body to offer public comment via call-in or internet-based service. The instructions would need to be posted online along with the meeting agenda. Among other requirements, the bill would also require agenda and meeting access instructions to be translated into the language spoken by at least five percent of the people that live in the region governed by the local body. Similarly, the bill would require legislative bodies of local agencies to employ qualified bilingual staff to provide translation services during the meeting in regions that govern a non-English speaking population that makes up five percent of the people served by the body.

AB 361 (R. Rivas) – Open Meetings: Teleconference. This bill would require a local agency to use teleconferencing without complying with the Brown Act when holding a meeting to declare or ratify a local emergency when state/local health officials have required or recommended social distancing. The bill would require that teleconferenced meetings provide notice of the meeting, post agendas, and means for public comment.

AB 629 (Chiu) Blue Ribbon Transit Recovery Task Force
While no substantive amendments are yet in print, this bill will serve as Assembly Member Chiu's vehicle to move proposals related to the work of the MTC Blue Ribbon Transit Recovery Task Force. The focus of the conversations so far are around a transit network manager construct.

SB 44 (Allen) – CEQA Streamlining for Transit. This bill would allow certain transit projects that meet environmental and labor requirements to have a streamlined judicial review period for CEQA. This is the new legislative effort after SB 757 (Allen) was vetoed last session because it was tied to SB 995. *Peninsula Corridor Joint Powers Board supported this bill in February 2021.*

ACA 1 (Aguiar – Curry) Local Government Financing. This constitutional amendment is a reintroduced version of ACA 1 (Aguiar-Curry) from last session, which failed to pass off the Assembly floor 44-20. The measure would reduce the voter-approval threshold from 2/3 to 55% for cities and counties to issue bonds or raise taxes for public infrastructure, affordable housing or permanent supportive housing for the homeless. *Peninsula Corridor Joint Powers Board supported this bill in February 2021.*

High-Speed Rail

On March 10, the Assembly Transportation Committee and Assembly Budget Subcommittee on Climate Crisis, Resources, Energy, and Transportation held their oversight hearing on the California High-Speed Rail Authority's Draft 2020 Business Plan.

Brian Kelly, CEO of the Authority presented an overview of the business plan. The members also heard from the Chair of California High-Speed Rail Peer Review Group, the Legislative Analyst's Office, and local updates from the San Diego Association of Governments (SANDAG), Metrolink, and Altamont Corridor Express.

Highlights of the hearing included Assemblymember Friedman, Chair of the Transportation Committee, expressing concern for the legislative appropriation of $4.1 billion in Prop 1A bond funding being sought by the Authority, citing the need to consider all available options given the uncertainty that the Central Valley Segment (CVS) gets completed given funding constraints. Assemblymember Luz Rivas and Assemblymember Nazarian, also from the Los Angeles area like the Chair, raised similar concerns regarding continuing the CVS.

The Legislative Analyst's Office, when pressed for a recommendation on use of the funding, framed the Legislature's decision as a consideration of risk without providing a concrete recommendation. The LAO representative proposed that the Legislature has two options: narrow the project scope by not pursuing electrification in the 119 miles of the CVS or assume more risk by going forward with the draft proposal and potentially needing more funding to complete the CVS segment down the road.

Brian Kelly indicated that the Authority has thoroughly studied all options and that the Merced to Bakersfield extension provides the greatest ridership benefits for the smallest cost increases.

Caltrain testified in support of the Authority's draft business plan in the public comment portion of the hearing.

The Senate plans to hold a similar hearing next on March 16, where CEO and General Manager Jim Hartnett will testify.

Statewide Competitive Grant Programs

Below is a list of major competitive grant programs administered by the State from which transit and rail projects are eligible/can be funded.

Transit and Intercity Rail Capital Program (TIRCP)

The TIRCP was created to fund capital improvements to modernize California's intercity rail, bus, ferry, and rail transit systems to reduce emissions, expand and improve transit service and ridership, integrate rail services and improve transit safety. Funding from this program can be used to purchase zero-emission buses. Funds available are

estimated at $450-500 million for Cycle 4 but could change on auction proceeds and changing cash flow requirements of already awarded projects.

Solutions for Congested Corridors Program (SCCP)
The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The program makes $250 million available annually (programmed in 2-year increments) for projects that implement specific transportation performance improvements.

Local Partnership Program (LPP)
The LPP is intended to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of $200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. The Competitive program is funded at $100 million annually.

Trade Corridor Enhancement Program (TCEP)
The TCEP provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. There is approximately $300 million provided per year (programmed in 2-year increments) for the competitive program.

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

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

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

Transit and Intercity Rail Capital Program – The TIRCP is managed by CalSTA and is available to fund rail and transit projects that reduce greenhouse gas emissions. The program receives funding from Cap and Trade and the recently created Transportation

Improvement Fee to the tune of approximately $500 million per year. The TIRCP is programmed over 5 years, with the most recent cycle beginning in May 2018. Caltrain received $160 million for the CalMod project.

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

Caltrain

State Legislative Matrix 3/12/2021

Active Bills			
Bill Number (Author)	Summary	Location	Position
AB 5 (Fong R) Greenhouse Gas Reduction Fund: High Speed Rail Authority: K–12 education: transfer and loan.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2021–22 and 2022–23 fiscal years and would require the transfer of those amounts from moneys collected by the state board to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation, to support K–12 education and to offset any funding reduction for K–12 education.This bill contains other related provisions and other existing laws. Introduced: 12/7/2020	Assembly Transportation	Watch
AB 339 (Lee D) State and local government: open meetings.	Existing law requires all meetings, as defined, of a house of the Legislature or a committee thereof to be open and public, and requires all persons to be permitted to attend the meetings, except as specified.This bill would require all meetings, including gatherings using teleconference technology, to include an opportunity for all persons to attend via a call-in option or an internet-based service option that provides closed captioning services and requires both a call-in and an internet-based service option to be provided to the public. The bill would require all meetings to provide the public with an opportunity to comment on proposed legislation, as provided, and requires translation services to be provided for the 10 most-spoken languages, other than English, in California, and would require those persons commenting in a language other than English to have double the amount of time as those giving a comment in English, if time restrictions on public comment are utilized, except as specified. The bill would require instructions on how to attend the meeting to be posted at the time notice of the meeting is publicized, as specified.This bill contains other related provisions and other existing laws. Introduced: 1/28/2021	Assembly Print	Watch

AB 361 (Rivas, Robert D) Open meetings: local agencies: teleconferences.	Existing law, the Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to directly address the legislative body on any item of interest to the public. The act generally requires all regular and special meetings of the legislative body be held within the boundaries of the territory over which the local agency exercises jurisdiction, subject to certain exceptions. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined.This bill would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting for the purpose of declaring or ratifying a local emergency, during a declared state or local emergency, as those terms are defined, when state or local health officials have imposed or recommended measures to promote social distancing, and during a declared local emergency provided the legislative body makes certain determinations by majority vote. The bill would require legislative bodies that hold teleconferenced meetings under these abbreviated teleconferencing procedures to give notice of the meeting and post agendas, as described, to allow members of the public to access the meeting and address the legislative body, to give notice of the means by which members of the public may access the meeting and offer public comment, as provided, to conduct the meeting in a manner that protects the statutory and constitutional rights of the parties and the public appearing before the legislative body.This bill contains other related provisions and other existing laws. Introduced: 2/1/2021	Assembly Local Government	Watch
AB 464 (Mullin D) Enhanced Infrastructure Financing Districts: allowable facilities, projects, and costs.	Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community, including, but not limited to, the acquisition, construction, or repair of industrial structures for private use. Existing law authorizes a district to finance the ongoing or capitalized costs to maintain facilities financed in whole or in part by the district, but prohibits the use of proceeds of bonds issued to finance maintenance of any kind.This bill would remove the prohibition on the use of proceeds of bonds issued to finance maintenance of any kind. The bill would remove, from the list of facilities and projects the district may fund, the acquisition, construction, or repair of industrial structures for private use. The bill would include in that list the acquisition,	Assembly Local Government	Watch

	construction, or repair of commercial structures by the small business, as defined, occupant of such structures, if certain conditions are met, and facilities in which nonprofit community organizations provide health, youth, homeless, and social services. Introduced: 2/8/2021		
AB 629 (Chiu D) Subdivisions: local ordinances.	The Subdivision Map Act provides that when a local ordinance requires improvements for a division of land which is not a subdivision of 5 or more lots, regulations must be limited to the dedication of rights-of-way, easements, and the construction of reasonable offsite and onsite improvements of the parcels being created. Existing law provides that a subdivider is not required to fulfill those construction requirements until a permit or other grant of approval for development of the parcel is issued, unless otherwise provided by ordinance.This bill would make nonsubstantive changes to those provisions. Introduced: 2/12/2021	Assembly Print	Watch
AB 823 (Gray D) High-Speed Rail Authority: trains powered by fossil fuel combustion engines.	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the high-speed rail system to be designed to use electric trains. Existing law authorizes the authority, upon receiving legislative or voter approval, to enter into contracts with private or public entities for the design, construction, and operation of high-speed trains.This bill would prohibit the authority from directly or indirectly using local, state, federal, or any other public or private funding to purchase, lease, operate, or maintain a passenger or freight train powered by a diesel engine or other type of fossil fuel combustion engine, and from enabling such a train to operate on authority-owned rail infrastructure designed for speeds in excess of 125 miles per hour, except as specified. Introduced: 2/16/2021	Assembly Transportation	Watch
AB 1116 (Friedman D) High-Speed Rail Authority: oversight: Legislative Analyst's Office.	Existing law creates the High-Speed Rail Authority with specified powers and duties related to the development and implementation of a high-speed train system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of $9.95 billion in general obligation bonds for high-speed rail and related rail purposes. This bill would require the Legislative Analyst's Office, for the purpose of reviewing the planning, financing, expenditures, and other elements of the statewide high-speed rail system, to review any materials submitted to the authority and documents the authority requests from contractors, consultants, or external parties, as specified, and to provide recommendations to the policy and budget committees of the Legislature regarding the statewide high-speed rail system and the development of shared mobility systems statewide. The bill would require the authority, and any entity contracting with the authority, to provide to the Legislative Analyst's Office any information that it requests and to permit representatives of the Legislative Analyst's Office to attend the authority's internal meetings. The bill would repeal	Assembly Transportation	Watch

	these requirements on January 1, 2031. Introduced: 2/18/2021		
AB 1157 (Lee D) Controller: transportation funds: distribution and reporting requirements.	Existing law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds.This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year.This bill contains other related provisions and other existing laws. Amended: 3/15/2021	Assembly Transportation	Watch
AB 1235 (Patterson R) High-speed rail: legislative oversight.	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority, on or before March 1, 2017, and every 2 years thereafter, to provide a project update report, approved by the Secretary of Transportation as consistent with specified criteria, to the budget committees and the appropriate policy committees of both houses of the Legislature, on the development and implementation of intercity high-speed train service, as provided.This bill would create the Joint Legislative High-Speed Rail Oversight Committee consisting of 3 Members of the Senate and 3 Members of the Assembly to provide ongoing and independent oversight of the high-speed rail project by performing specified duties, and would require the committee to make recommendations to the appropriate standing policy and budget committees of both houses of the Legislature to guide decisions concerning the state's programs, policies, and investments related to high-speed rail. The bill would require the authority to provide the committee with certain documents and information within prescribed timelines, and would require the authority to permit the chairperson of the committee, or the chairperson's designee, to attend meetings of any internal governance committees related to project oversight, as provided. Introduced: 2/19/2021	Assembly Print	Watch
ACA 1 (Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.	(1)The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions.This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure.This bill contains other related provisions and other	Assembly Print	Supported February 2021

	existing laws. Introduced: 12/7/2020		
SB 44 (**Allen** D) California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for an environmental leadership transit project, as defined, proposed by a public or private entity or its affiliates. The bill would require the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project. The bill would require the environmental leadership transit project to meet certain labor requirements. This bill contains other existing laws. Amended: 3/1/2021	Senate Environmental Quality 3/15/2021 9 a.m. - John L. Burton Hearing Room (4203) SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair	Supported February 2021
SB 339 (**Wiener** D) Vehicles: road usage charge pilot program.	Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2023.This bill would extend the operation of these provisions until January 1, 2027. The bill would require the Transportation Agency, in consultation with the California Transportation Commission, to implement a pilot program to identify and evaluate issues related to the collection of revenue for a road charge program, as specified. The bill would require the RUC Technical Advisory Committee to make recommendations to the Transportation Agency on the design of the pilot program, including the group of vehicles to participate. The bill would require that if a group of vehicles other than state-owned vehicles is selected, that participation in the program be voluntary. The	Senate Transportation 4/13/2021 9 a.m. - Senate Chambers SENATE TRANSPORTATION, GONZALEZ, LENA, Chair	Recommend support

	bill would require the Transportation Agency to convene a state agency work group, as specified, to implement the pilot program and to design a process for collecting road charge revenue from vehicles. The bill would require the pilot program to be net revenue neutral, as specified. The bill would require that participants in the program be charged a mileage-based fee and receive a credit or a refund for gasoline taxes or electric vehicle fees, as specified. The bill would require that the pilot program not affect funding levels for a program or purpose supported by state gasoline tax and electric vehicle fee revenues. The bill would require the Transportation Agency to submit a report to the Legislature, as specified. Introduced: 2/8/2021		

Holland & Knight

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

Caltrain
As of March 18, 2021 Transportation Report

President Biden Signs Into Law $1.9T Covid Relief Bill

- On March 11, President Joe Biden signed into law a $1.9 trillion coronavirus relief package, the American Rescue Plan Act of 2021.

- The bill includes the following for transit:
  - $26.086 billion for Federal Transit Administration (FTA) Urbanized Area Formula Grants (Section 5307)
  - $317 million for FTA Rural Area Formula Grants (Section 5311)
  - $50 million for FTA Enhanced Mobility for Seniors and Individuals with Disabilities Grants (Section 5310)
  - $100 million for non-urbanized intercity bus program recipients
  - $25 million for Section 5307 planning grants to restore service
  - $2.21 billion for operating assistance grants to eligible recipients that require additional support for operations, personnel, cleaning, sanitization and debt payments costs incurred to maintain operations and avoid layoffs and furloughs due to COVID-19, with grants to be evaluated by the FTA based on the level of financial need demonstrated; the FTA is required to issue a Notice of Funding Opportunity (NOFO) for these grants within 180 days after the bill is signed into law
  - $1.675 billion for Capital Investment Grants (CIG)--**Peninsula Corridor Electrification will receive $52,415,186**
    - $1.425 billion for New Start and Core Capacity projects:
      - $1.25 billion for CIG project sponsors that have an existing Full Funding Grant Agreement (FFGA) and have received a FY 2019 or FY 2020 CIG allocation.
      - $175 million to CIG projects with an existing FFGA that received a CIG allocation prior to FY 2019
      - $250 million for Small Start projects that are a recipient of a CIG allocation or an applicant in the project development phase

- The bill also includes $45.57 billion in direct federal aid for municipalities with populations of at least 50,000, using a modified Community Development Block Grant (CDBG) formula

House Democrats Set Guidelines for Return of Earmarks

- On February 26, House Appropriations Chair Rosa DeLauro (D-Conn.) announced guidance to solicit lawmakers' requests for earmarks, the system of designating funds for specific local projects that's been banned since 2011.

- House Republicans voted on March 17 to allow their members to request dedicated-spending projects, but Senate Republicans have yet to decide on whether to participate in earmarking. Senate Democrats have yet to issue guidance for their process.

- Under the House's new system, earmarks for for-profit companies would be banned. Members can request funding for state and local governments or for certain nonprofits.

    - Total earmark spending will be capped at 1% (around $13 billion) of discretionary spending.

    - House members will only be able to request up to 10 projects across all of the appropriations bills.

- DOT Local Transportation Priorities can include the following projects:

    - Capital projects or project-specific planning/design for a capital project.
    - Supported by the state or local government that would administer the project. Inclusion on a Statewide Transportation Improvement Plan (STIP) or Transportation Improvement Plan (TIP) would satisfy this requirement.
    - Administered by public entities.

House Democrats Unveil CLEAN Future Act

- On March 2, House Democrats on the Energy and Commerce Committee unveiled comprehensive legislation with a national goal of net-zero greenhouse gas emissions by 2050 through targeted investments in clean energy across the transportation, power and industrial sectors.

- The 10-title bill, at a $565 billion price tag over the next 10 years, would establish a federal Clean Electricity Standard (CES) to put the U.S. on an ambitious path to 100% clean electricity generation by 2035 and establish a second national target of 50% reduction in greenhouse gas pollution from 2005 levels by 2030.

- The introduction of the bill comes is timely as President Joe Biden is expected to propose a large infrastructure package as soon as this month that incorporates several clean energy and climate goals. However, the legislation at this point is Democratic-only, which could make it difficult to move through regular order or through the Senate.

- The transportation title:

    - Authorizes $500 million to deploy electric vehicle supply equipment (EVSE).

        - Directs the Secretary of Energy to conduct an assessment to determine the challenges to and opportunities for the deployment of EVSE in underserved or disadvantaged communities.

        - Establishes a Department of Energy (DOE) program to support the development and accessibility of electric vehicle charging infrastructure in underserved communities by providing technical assistance and awarding grants for eligible projects.

    - Revitalizes EPA's clean school bus program and authorizes $2.5 billion annually to accelerate the transition to zero-emission school buses and clean commutes for kids.

Administration Readies Infrastructure Economic Package After Virus Relief

- Following passage of the $1.9 trillion COVID relief bill, President Biden and lawmakers are laying the groundwork for another top legislative priority — a long-sought boost to the nation's roads, bridges and other infrastructure that could run into Republican resistance due to a cumbersome price tag.

- During his presidential campaign, Biden pledged to spend $2 trillion on infrastructure and clean energy, but the White House has not ruled out an even higher price tag. The upcoming proposal, which is expected to be modeled after President's Build Back Better plan, is expected to focus on job creation with investments to boost "workers that have been left behind" by closed coal mines or power plants, as well as on communities located near polluting refineries and other hazards.

- Senate Environment and Public Works (EPW) Committee Ranking Member Shelley Moore Capito (R-W.V.) said there is bipartisan support for ambitious steps on infrastructure, but that "should not extend to a multitrillion-dollar package that is stocked full with other ideologically driven, one-size-fits-all policies that tie the hands of our states and our communities."

- The Senate EPW Committee's goal is to pass an infrastructure bill by Memorial Day.

- House T&I Committee Chairman Peter DeFazio said that he foresees a comprehensive House package that will go beyond roads, bridges and public transit, similar to the Moving Forward Act from the 116th Congress. DeFazio told reporters, "I'm totally willing to work with (Republicans) if they're willing to recognize climate change, or if they don't want to recognize climate change, they can just recognize that electric semis and electric vehicles are a flood on the horizon and we've got to get ahead of it."

- House Transportation and Infrastructure (T&I) Committee Ranking Member Sam Graves (R-Mo.) said Republicans would be open to a larger package as long as it didn't greatly add to the national debt.

Senate Public Works Panel Kicks Off 2021 Infrastructure Hearings

- On February 24, the Senate EPW Committee conducted a hearing entitled "Investing In Transportation While Addressing Climate Change, and Fostering Economic Growth."

- Led by new Chairman Tom Carper (D-DE), the committee wrestled with important questions that will determine whether it will really be possible to pass infrastructure spending that gives States the flexibility and independence they want to improve their transportation infrastructure in a fair and equitable way. The committee also set incredibly lofty goals for future investment, including addressing climate change, improving equity, and fostering economic growth.

- The panelists for the hearing included Governor Gretchen Whitmer of Michigan; Governor Larry Hogan of Maryland; Mayor Michael Hancock of Denver, Colorado; and Victoria Sheehan, President of American Association of State Highway and Transportation Officials (AASHTO) and Commissioner of the New Hampshire Department of Transportation.

- Lawmakers questioned the witnesses on a variety of topics, ranging from investment in infrastructure projects to surface transportation reauthorization bill. The consensus amongst Senators was that the EPW Committee possesses a paramount responsibility in crafting bipartisan legislation that fosters immediate economic recovery, while dedicating adequate attention to environmental review standards.

- Much of the discussion revolved around the future of electric vehicles (EV) as a primary mode of transportation, funding for large-scale building projects, and the role that the federal government can play in providing equitable investment across rural and urban communities alike.

- The Senators and the witnesses repeatedly came back to the ideas of limiting regulations on state DOT's and improving project delivery. They wrestled with the problem of the possibility that the in-progress shift to EVs would eventually make gasoline taxes unworkable as the main revenue mechanism for the Highway Trust Fund, and whether or not to maintain the user-pay system by levying a new Vehicle Miles Traveled tax.

Groups Press Biden on Local Hires for Infrastructure

- On March 1, a large group of cities, unions, transit departments and organizations from 24 states sent a letter to the President urging his administration to overturn regulation that prohibits local hire incentives on federally funded infrastructure projects.

- "Not only does local hire address the fundamental goal of having residents participate in infrastructure investments in their own towns and cities, it can also increase opportunities for workers of color, women, veterans, returning community members, and others facing barriers to employment," the groups wrote.

- In 2015, the Obama administration launched a local hiring pilot program in the Department of Transportation. Through this pilot program, agencies getting grant funding

through the FTA or the FHWA were able to include local hire provisions.

  - The pilot was withdrawn in the Trump administration, reverting back to prohibiting geographic hiring preferences.

- The letter comes one week after New York Democratic Senators Chuck Schumer and Kirsten Gillibrand wrote a letter to DOT urging them to implement a new local hire pilot program, similar to the one in the Obama administration.

USDOT Announces FY 2021 Round of the INFRA Grant Program

- On February 17, the DOT announced it is seeking applicants for the FY 2021 round of the Infrastructure for Rebuilding America (INFRA) discretionary grant program. The funding available for this year's grants totals approximately $889 million.

- "As we work to recover and emerge from this devastating pandemic stronger than before, now is the time to make lasting investments in our nation's infrastructure," said Secretary Buttigieg. "We are committed to not just rebuilding our crumbling infrastructure, but building back in a way that positions American communities for success in the future—creating good paying jobs, boosting the economy, ensuring equity, and tackling our climate crisis. The INFRA grant program is a tremendous opportunity to help achieve these goals."

- The USDOT seeks INFRA projects that address climate change and environmental justice. Projects will be evaluated on whether they were planned as part of a comprehensive strategy to address climate change and whether they support strategies to reduce greenhouse gas emissions such as deploying zero-emission vehicle infrastructure or encouraging modal shift and a reduction in vehicle-miles-traveled.

- Racial equity will also be considered as a selection criterion, to the extent that project sponsors have completed equity-focused community outreach, and projects are designed to improve connections to underserved communities to reduce barriers to opportunity. The Department will also consider whether the project is located in a federally designated community development zone, including qualified Opportunity Zones, Empowerment Zones, Promise Zones, or Choice Neighborhoods.

- INFRA projects will also be rated on the extent that they apply innovative technology, delivery, or financing methods with proven outcomes to deliver projects in a cost effective manner. Additionally, DOT is specifically focused on projects in which the local sponsor is significantly invested and is positioned to proceed rapidly to construction.

- Eligible INFRA project costs may include: reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance.

FTA Rescinds Trump Cost-Share Policy in CIG Program

- On February 16, the FTA rescinded Trump administration guidance for how the federal government would consider applications for project funding under the CIG program.

- The policy prohibited states and local entities from using federal loans as part of their local funding match when applying for grants. Critics of the policy said it established barriers to certain transit projects from qualifying for CIG dollars.

- In a "Dear Colleague Letter," the FTA said it will now "rely on the CIG statutory framework" to ensure that projects have met federal transportation law, the Major Capital Investment Projects Final rule, and the CIG Final Interim Policy Guidance published in June 2016.

- House T&I Committee Chairman Peter DeFazio (D-Ore.) and other Democratic lawmakers had encouraged President Joe Biden's administration to rescind the FTA policy. "The Trump administration's guidance that put up artificial barriers to critical transit projects is exactly where it should be — in the trash bin," DeFazio said in a statement.

Grant Opportunities & Award Announcements

- **2021 High Priority Program – Innovative Technology Deployment (HP-ITD)**: $20 million available. Applications due by March 15, 2021.

- **FY 2021 Competitive Funding Opportunity: Low or No Emission Vehicle Program**: $180 million available. Applications due by April 12, 2021.

AGENDA ITEM #6
MARCH 24, 2021

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: JPB Work Program-Legislative- Planning Committee
THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: **SOUTH SAN FRANCISCO CALTRAIN STATION IMPROVEMENT PROJECT UPDATE**

ACTION

Staff will present the Board an update on the South San Francisco Caltrain Station Improvement project. No action is required.

SIGNIFICANCE

This presentation provides an update on the South San Francisco Caltrain Station.

The South San Francisco station is one of three remaining Caltrain stations, along with Broadway and College Park, subject to a safety precaution and operational constraint known as the "hold-out rule." Because the platform configurations require passengers to cross train tracks to board their trains, a train approaching the station must "hold out" if another train is in the station, and cannot enter the station until it is clear. The hold-out rule at the South San Francisco station is being eliminated through the construction of a wider platform that meets current Caltrain standards. The project also includes construction of a pedestrian/bicycle underpass connecting the center platform from the west and east sides of the station. The South San Francisco station, with the addition of the underpass, will serve as an important component of the City's plans for downtown mixed-use development.

BUDGET IMPACT

There is no budget impact to receive this report.

BACKGROUND

The contract for Project construction was awarded to ProVen Management (PMI) in 2017 and construction began in November of that year. The contract was partially suspended for approximately 18 months in 2018-19 to allow for permitting, utility relocation, etc. The Project cost was originally estimated in 2015 at $55.0 million. In 2018, the Project budget was increased by $4.1 million due to negotiations concerning the UP rail yard and new scope added (and funded) by the City. In 2019, the Project budget was increased by $12.5 million, with the TA and City providing $11.3 million and $1.2 million, respectively, to cover cost increases associated with utility relocations and

permit delays. Currently the project is 70% completed with at target completion of Summer 2021.

The following is a breakdown of the current project funding:

Fund Source	Amount
Measure A	$21,572,400
City of South San Francisco	$9,900,000
FRA Section 5337 Program	$38,827,600
JPB	$1,300,000
Total Project Cost	$71,600,000

Prepared by: Howard Beckford, Project Manager, Capital Projects 650-622-7852

South San Francisco Station Improvement Project

Agenda Item #6

JPB WPLP

March 24, 2021

Project – 70% Complete

Key Highlights

New Center platform

Pedestrian Underpass and West Plaza

Removal of Holdout Rule & Improved Station Access

Funding: San Mateo County Transportation Authority (TA) and City of SSF
Construction Phase: 70% completed
Total Project Budget: $71.6 million

Project Background

- Timing of project construction to precede Caltrain electrification
- Completing project post-electrification would cost approx. $135M
- Utility and permitting pursued in parallel with construction
- Coordination issues related to the timing of the PCEP, the advertisement of this Project was expedited and contract was awarded in August 2017.

Project Schedule

Activity	Date
Bid & Award	April 2017 – August 2017
Begin Construction	November 2017*
Partial Suspension	April 2018 – September 2019**
Complete Construction	Summer 2021***

* Construction started in November 2017 and experience significant delays due to Utility relocation (PG&E & CalWater)
** Project went into suspension on April 2018 and resumed construction in September 2019.
*** JPB target date subject to contractor negotiations

Project Update

Completed Work in 2020 (Project - 70% complete)	• Utility relocations • MT2 track final alignment • Center Platform • Ramp2, Stair 2 • OCS foundations • Street improvements (Poletti Way) – Phase 2
Work in Progress	• MT1 track final alignment • Signal and Communications improvement • Street improvements (Poletti Way) & Shuttle drop off area – Phase 3 • Ramp 3 (West side) • Ramp 1 (East side)
Future Work	• Pedestrian underpass • Additional plaza improvements

Project Budget History

Source	2015	2018	FY2019
Measure A Caltrain Program	$10.272 M	$10.272 M	$21.572 M
City of South San Francisco	$5.900 M	$8.700 M	$9.900 M
Federal Section 5337 Program	$38.827 M	$38.827 M	$38.827 M
Rail Ops (JPB)	-	$1.300 M	$1.300 M
Total	**$55.000 M**	**$59.100 M**	**$71.600 M**

Increased by $16.6 million (2015 – 2019)

- **Utility Delays + Permit Delays ($9.8M)**
- **Added Scope (UPRR + Plaza and Undercrossing enhancements ($6.8M)**

Project Update (Photos)

Rendering of Center Platform – Looking North

New Center Platform

Project Update (Photos)

Station West Access – West Plaza

Construction of West Station Access

Project Update (Photos)

Rendering of Pedestrian Underpass

Construction of Ramp 2 Access to Platform

Project Update (Photos)

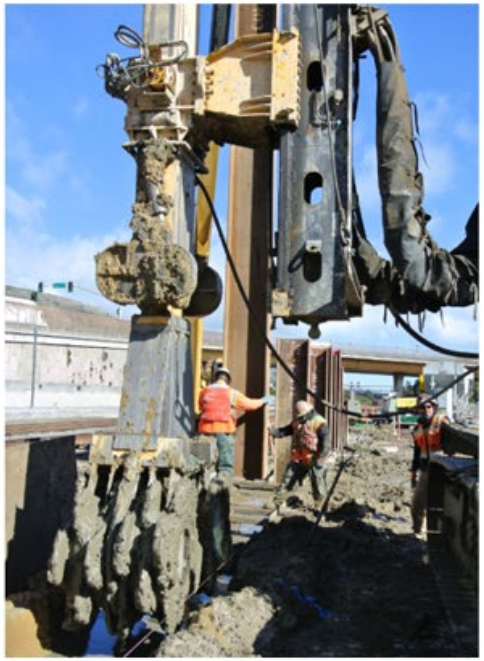
Ramp 3 Construction (West Station Access)

Project Update (Photos)

Arch Formwork to Platform and Underpass

Stair 2 Access to Platform

Project Update (Photos)



Ramp 1 Construction – Shoring (East Station Access)

Project Update (Photos)

Ramp 1 Construction – Shoring (East Station Access)

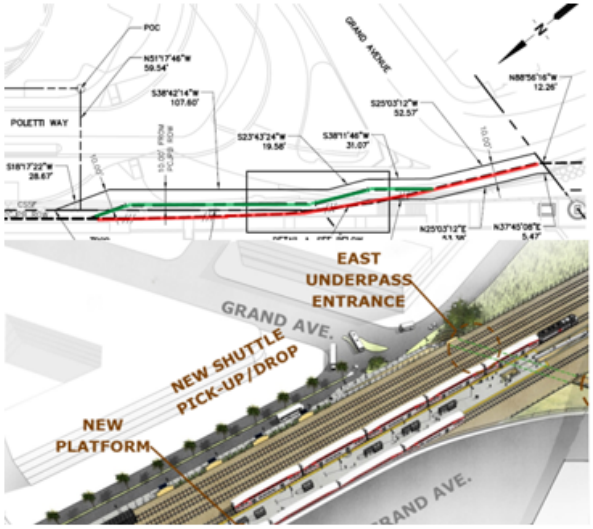
Project Update (Photos)

New MT2 Track – Looking South

New MT2 Track – Looking North

New MT2 Track – At Center Platform

Project Update (Photos)



Existing Joint Fiber Optic Trench Line is conflict with new East Ramp and Stairwell to new station pedestrian (Grand Ave and Poletti Way)

Current FO Joint trench

New FO Joint trench

Utility Relocation – UP Joint Fiber Optic Trench (August 2020)

Project Update – Current Risks

- Contractor caused delays (remobilization, resources and productivity)
- Tunnel construction reveals additional utilities-still digging
    - February 2020 - UP Joint Fiber Optic trench conflict (Sprint, Verizon, Century Link, CVIN) redesign + encroachment permit (April 2020) + relocate
- COVID-19 impacts to construction crews (several interruptions during period)

Next Steps

- Complete assessment of project costs, schedule to complete and funding plan – March 2021
- City of SSF City Council – April 2021 meeting
- TA CAC (Citizens Advisory Committee) and TA BOD (Board) at the May 2021 meeting
- JPB Finance Committee and JPB BOD at the June 2021 meeting

Questions

AGENDA ITEM #7
MARCH 24, 2021

PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT

TO: JPB Work Program-Legislative- Planning Committee

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operations Officer, Rail

SUBJECT: **MAJOR TERMINAL PLANNING EFFORTS UPDATE**

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

SIGNIFICANCE
The Caltrain planning team has been significantly involved in major joint planning efforts around terminal stations across the corridor. This report demonstrates the extent of effort involved in these major projects and provides insight into the level of commitment still required by Caltrain planning staff to assist and coordinate with our partners to improve and enhance rail transit along the Caltrain corridor.

BUDGET IMPACT
There is no impact on the budget.

BACKGROUND
There are several significant terminal planning efforts that are integral to the Caltrain corridor. Of these projects, the largest and most complex projects are underway at San Jose, Redwood City, and San Francisco. These projects all involve multiple agencies and all levels of government and are anticipated to continue development over multiple years (and decades in some cases) and will require extensive financial commitments from public and private funding sources.

Caltrain planning staff are currently engaged in each project, providing technical advice, serving on governance committees, and advocating for outcomes that are beneficial to Caltrain's existing and future operations and are consistent with the 2040 Long Range Service Vision.

Project Manager: Anthony Simmons, Director, Systemwide Planning and Policy 650.868.9925

Caltrain Station and Terminal Planning

Work Program-Legislative-Planning Committee Meeting

March 24, 2021

Overview

Caltrain staff have been integral in the current development of key major terminal projects along the corridor:

- San Jose
  - Diridon/DISC
  - Downtown West and Diridon Station Area Plan (DSAP)
  - JPB Property Entitlement
- Redwood City
  - Redwood City Station
  - Grade Separations Study
  - Transit District
  - Station Area Planning
  - Future Rail-Oriented Analysis
- San Francisco
  - Downtown Extension (DTX)
  - Pennsylvania Avenue Extension (PAX)
  - San Francisco Railyards Redevelopment

San Jose

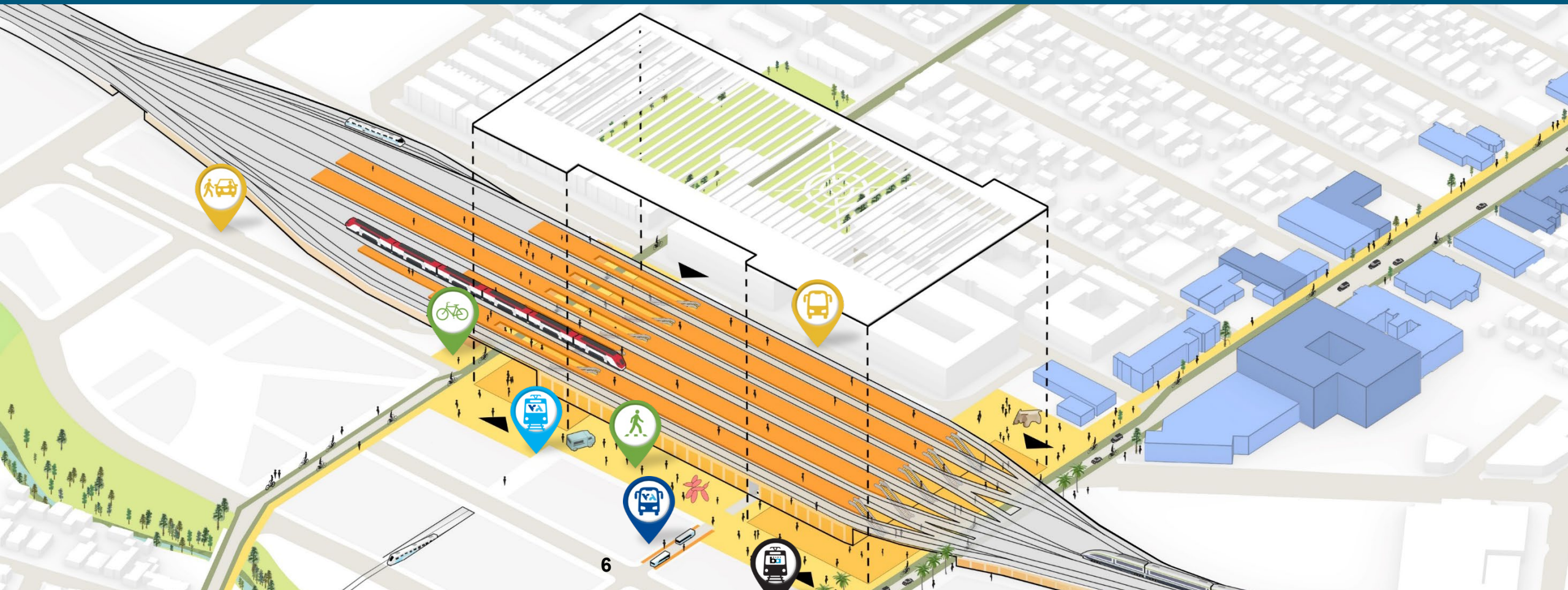
Diridon Context

- **Diridon provides access to Caltrain, Capitol Corridor, ACE, VTA light rail and VTA bus services.**
- **The BART Silicon Valley Extension and HSR are planning to serve Diridon in the future, making it one of the largest transit hubs in the state.**
- **Interest in the station has spanned many years via different efforts:**
  - San Jose Good Neighbor Committee
  - Diridon Station Area Plan (DSAP)
- **In 2017, Google announced plans to develop in the area, bringing more development sooner, intensifying interest around station redevelopment.**
- **Diridon is very important to Caltrain as a major ridership hub and the location of major support facilities and property (CEMOF).**

Diridon Integrated Station Concept Plan (DISC)

- **In 2018, Caltrain, VTA, HSR and City of San Jose (the Partners) entered into a cooperative agreement to co-create an integrated station vision.**
- **The Partners made three decisions:**
  - Maintain the track approaches generally in the existing northern and southern rail corridors
  - Elevate the station to allow for integration with the surrounding community
  - Orient station concourses toward Santa Clara Street and San Fernando Street
- **The resulting Concept Plan also explored options around the siting of station components and access facilities.**
- **Recent work included validation of engineering design and scoping of next-phase planning activities.**

DISC Concept Plan



Downtown West and Diridon Station Area Plan (DSAP)

- **Caltrain has been closely coordinating with Google on the adjacent Downtown West mixed use development and the City on the DSAP amendments that govern the station area.**
  - Caltrain recently submitted comments on the draft environmental documents.
- **Current conversations revolve around:**
  - Preserving space for the future station redevelopment.
  - Caltrain's participation in related processes moving forward.
- **Downtown West, the DSAP amendments, and the Diridon Affordable Housing Implementation Plan will proceed through the public hearing process this spring.**

JPB Property Entitlement

- **Caltrain has been coordinating with the City on entitling its properties through the DSAP amendments, which:**
  - Maintain the commercial designation of Caltrain properties
  - Allow for more floor area on the sites
  - Limit commercial development overall
  - Charge a housing impact fee to subsidize affordable housing in the area
  - Allow for thousands of housing units in the area with a goal of 25% affordable
- **A design package is being prepared consistent with:**
  - City of San Jose General Plan
  - DSAP Amendments
  - DISC
- **Goal is to ensure Caltrain is allocated its share of the commercial building allocation, increasing property value.**
- **Will submit a preliminary planning application this summer.**

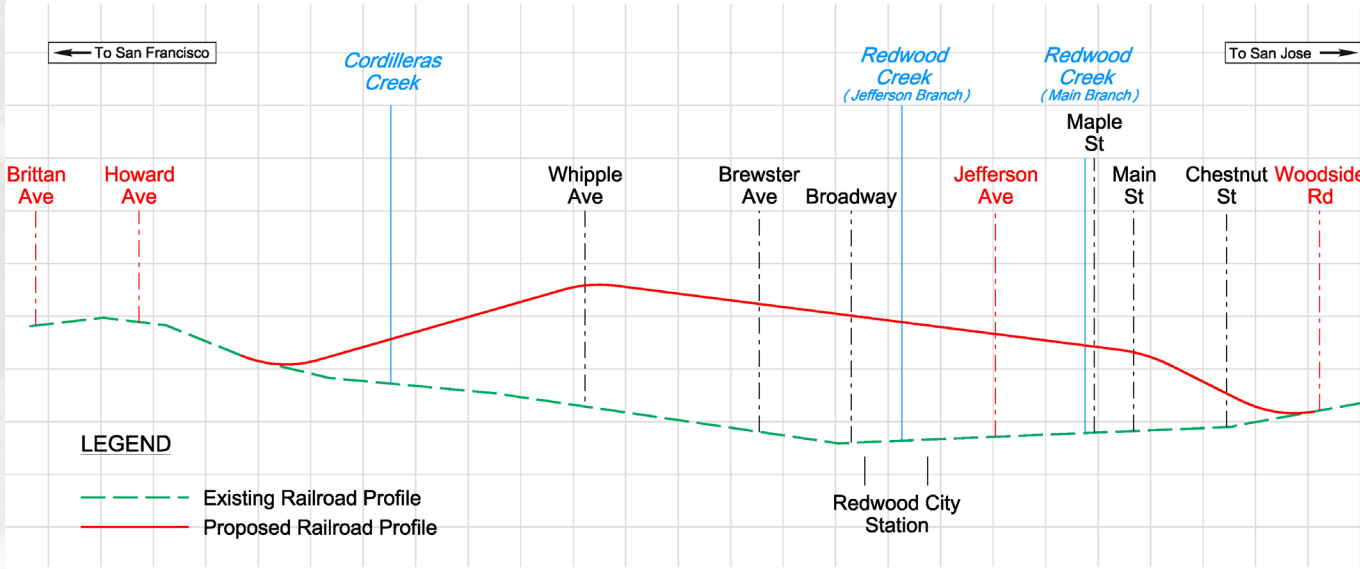
Redwood City

Redwood City Context

- Redwood City is a high-ridership station today and is identified as the mid-peninsula hub of the future.
- The 2040 Long Range Service Vision identifies the need for a four-track station at Redwood City to facilitate transfers between express and local trains.
- Caltrain and Redwood City have been coordinating on grade separation planning in the station area and south.
- There is interest in redeveloping Sequoia Station, which would incorporate transit properties and enable future transit improvements.
- SamTrans continues to study Dumbarton Corridor alternatives in Redwood City.

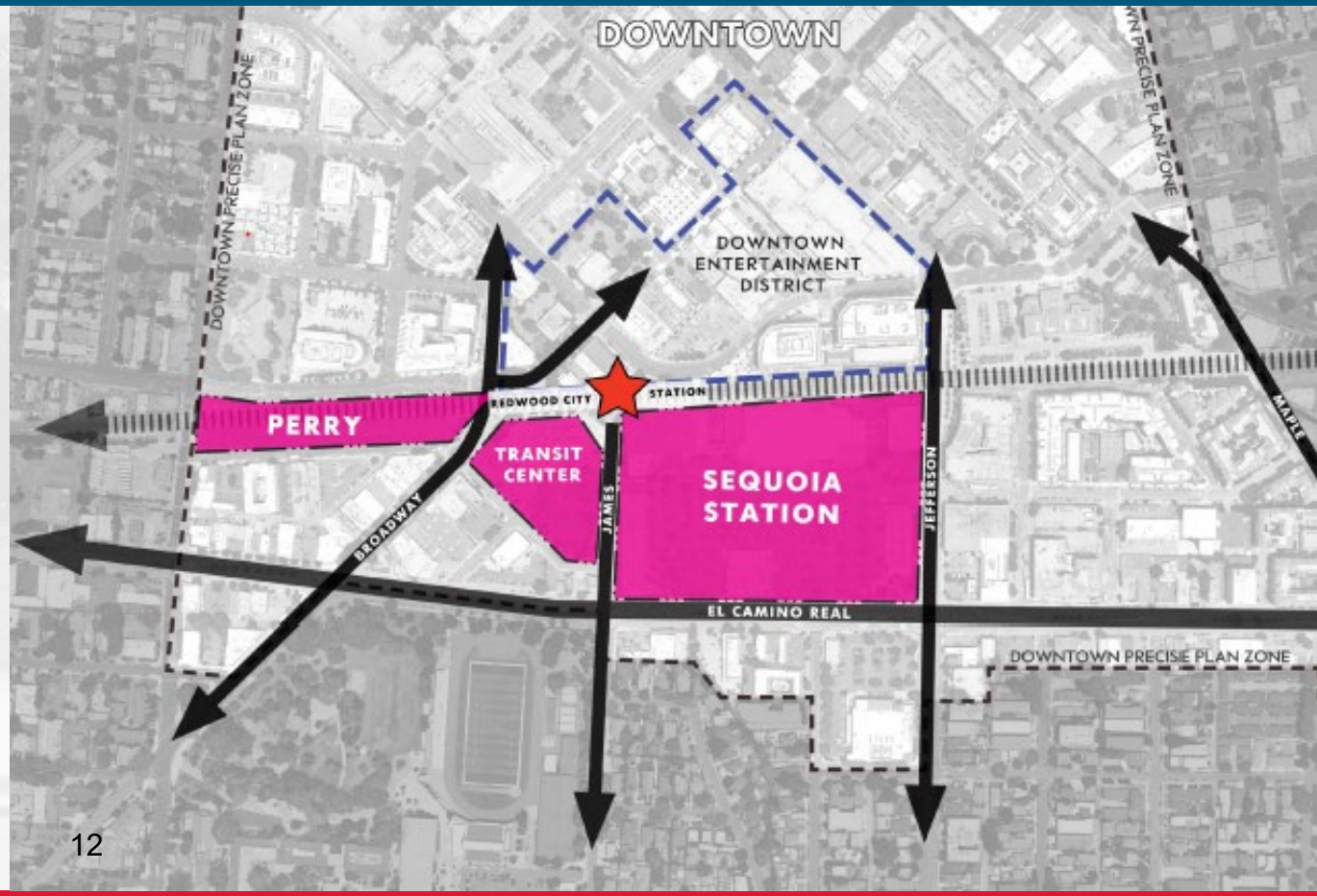
Grade Separations Study

- **Caltrain and Redwood City have been coordinating since 2019 on the Whipple Avenue Grade Separation Study.**
  - The Study assumes a grade separation at Whipple but also considers separations at Brewster, Broadway, Maple, Main and Chestnut.
  - Options include a city-wide elevated separation and elevated phased alternatives, with the build-out of the northern separations occurring first.
  - Feedback is currently being collected after extensive public outreach.
- **Grade separations around Whipple, Brewster and Broadway would be built with the expanded four-track station.**



Transit District

- **Redwood City is considering the redevelopment of the Transit District Area, which includes:**
  - Sequoia Station
  - The Transit Center (Caltrain station and parking, SamTrans bus turnaround)
  - Caltrain Perry Street parking lot
- **This redevelopment is key in providing additional trackside space needed for expanded transit infrastructure.**
- **Caltrain and SamTrans are coordinating with Redwood City and Lowe as property owners.**



Station Area Planning

- **Caltrain, Redwood City and SamTrans are coordinating on station area planning to aid the City in making short-term land use decisions.**
- **The work assumes an elevated four-track station between Brewster and Broadway.**
- **The study focuses on:**
  - Surrounding street networks
  - Multimodal facilities and access
- **The goal is to derive the anticipated future transit envelope so land dedication can be pursued.**
- **Assumptions around Dumbarton are being discussed with SamTrans.**

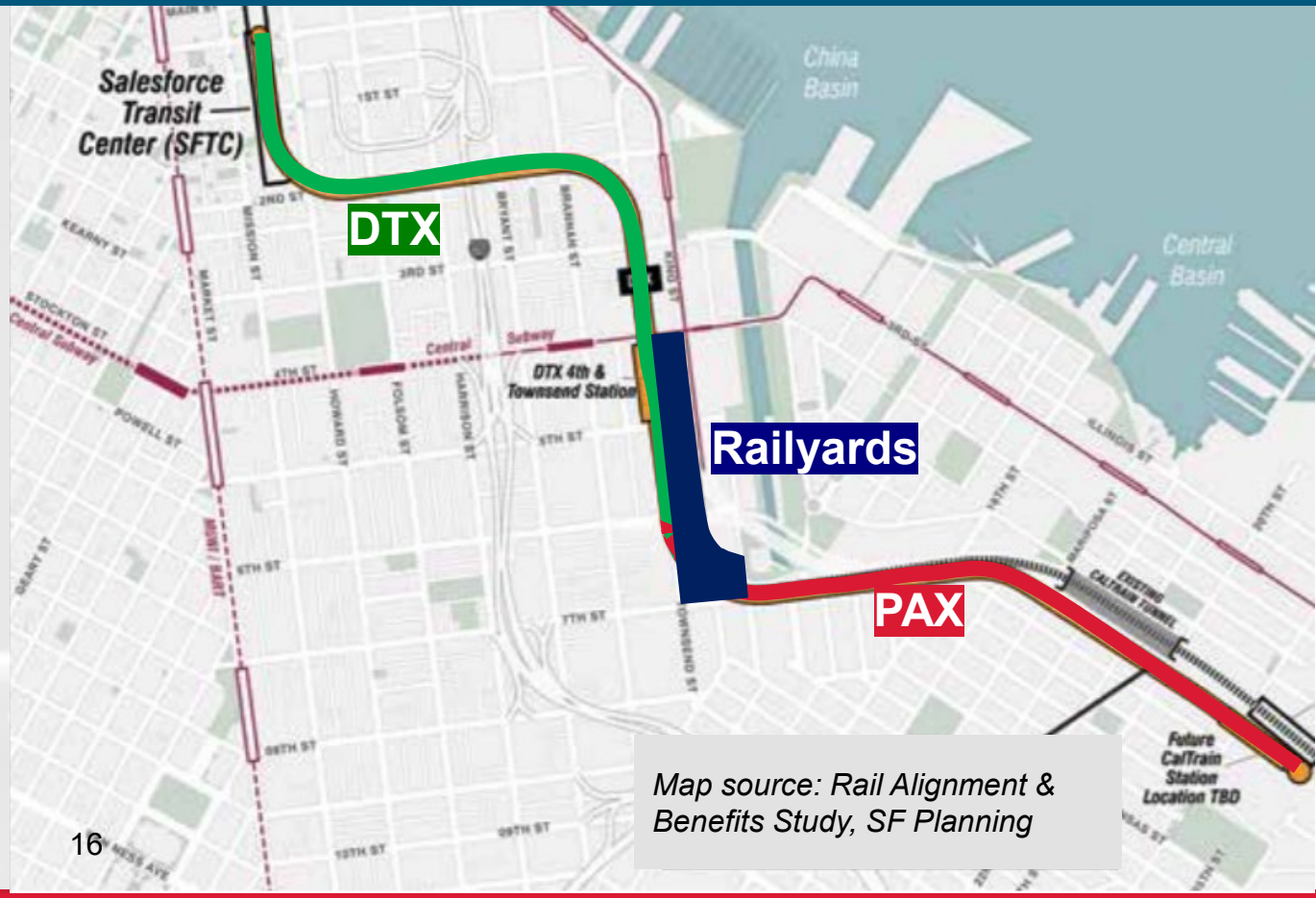
Future Rail-Oriented Analysis

- **Caltrain intends to initiate rail planning work, which could include:**
  - Business case analysis
  - Confirmation of the station location and configuration
  - What it means to not preclude a longer four-track segment under the High Growth Scenario
  - Viability of development and other uses under an elevated rail structure
- **Caltrain hopes to revisit the multi-party MOU with Redwood City and SamTrans to more fully contemplate project integration moving forward.**
- **Timing of this work remains to-be-determined.**

San Francisco

San Francisco Context

- **Several major projects are currently undergoing various stage of project development in San Francisco. These projects include:**
  - Downtown Extension (DTX)
  - Pennsylvania Avenue Extension (PAX)
  - San Francisco Railyards Redevelopment



Map source: Rail Alignment & Benefits Study, SF Planning

Downtown Extension (DTX)

- The DTX is a proposed 1.3-mile (1.95 miles of construction) extension from Caltrain's current 4th and King terminus to a new terminus at the Salesforce Transit Center (STC).
- Primarily underground tunnel connection, including Caltrain's first underground station at 4th and Townsend.
- Connects into the currently unfinished trainbox underneath STC.
- Tracks would be shared with high speed rail services.
- The DTX is currently environmentally-cleared with a three-track tunnel alignment into STC.

Downtown Extension (DTX)

- **DTX is part of the San Francisco Peninsula Rail Program and is governed by an Executive Steering Committee (ESC), which was formed by a joint Memorandum of Understanding executed in mid-2020.**
- **The ESC is supported by a technically-focused Integrated Project Management Team (IPMT).**
- **Caltrain is a member of both the ESC and IPMT along with:**
  - Transbay Joint Powers Authority (TJPA)
  - San Francisco County Transportation Authority (SFCTA)
  - City and County of San Francisco (CCSF)
  - Metropolitan Transportation Commission (MTC)
  - California High Speed Rail Authority (CHSRA)
- **The ESC is currently chaired by the SFCTA and reports to the TJPA Board, chaired by Director Jeff Gee.**

Downtown Extension (DTX)

- **The ESC has adopted an integrated workplan, assigning roles and responsibilities to each member. Key tasks include:**
  - Reposition/re-brand rail program to signify regional/state/national significance
  - Evaluate initial development and operating phase options (“The Phasing Study”)
  - Develop a viable funding strategy/plan
  - Evaluate governing entity/organization options
  - Evaluate and select a project delivery method
- **The Phasing Study is currently investigating six potential deferral options for DTX:**
  - 2- or 3-track approach to STC
  - STC-BART pedestrian connection
  - 4th and Townsend Station fit-out
  - High speed rail-specific infrastructure
  - STC trainbox extension
  - Intercity bus facility
- **Caltrain and CHSRA are delivering the Operations Analysis to inform the Phasing Study.**
- **Expected Phasing Study completion in mid-2021**

Downtown Extension (DTX)

- **Other near-term key tasks also underway**
  - Funding Plan (led by SFCTA)
  - Ridership Analysis (led by SFCTA)
  - Re-brand/repositioning of project (led by TJPA)
  - Business case (led by SFCTA)
- **Other near-term key tasks yet-to-commence**
  - Evaluate governing entity/organization options
  - Evaluate and select a project delivery method
- **Upcoming milestones**
  - Targeting entry into Federal New Starts project development process in August 2021.
  - Targeting Federal Full-Funding Grant Agreement by August 2023.
  - Currently anticipated completion in 2033.

Pennsylvania Avenue Extension (PAX)

- Proposed extension of the DTX tunnel southward past the existing railyards, generally following the alignment of Pennsylvania Avenue.
- Would result in the below-grade separation of at-grade crossings at Mission Bay Drive and 16th Street.
- May require relocating 22nd Street station.
- Preliminary engineering and pre-environmental work is currently underway.
- Environmental stage would commence after completion of current work.
- Caltrain is participating in this SFCTA-led project in coordination with other partners.
- Potential project effect on Caltrain is significantly different from DTX.

SF Railyards Redevelopment

- San Francisco Station Railyards site owned by Prologis with perpetual rail operating easement held by Caltrain.
- Discussions have commenced with Prologis to begin investigations into the potential for different site redevelopment options.
- Anticipate formally progressing to a Preliminary Business Case (PBC), to be completed jointly with Prologis and in close coordination with key stakeholders, including CCSF, TJPA, CHSRA, and SFCTA.
- PBC work will focus on Caltrain's rail infrastructure, storage, maintenance, operations, and service needs and the integration with a range of potential development options to be proposed by Prologis.
- PBC will also compare the value of potential outcomes with the continuance of Caltrain's current business-as-usual.
- PBC targeted for commencement in Spring 2021.

Thank you!