



BOARD OF DIRECTORS 2020

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AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

Work Program – Legislative – Planning (WPLP) Committee Meeting

Committee Members: Charles Stone (Chair), Cindy Chavez, Monique Zmuda

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/96069588503> for audio/visual capability or by calling 1-669-900-9128, Webinar ID: #960 6958 8503 for audio only. The video live stream will be available during or 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. 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.

July 22, 2020 – 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 June 24, 2020 | MOTION |
| 5. Draft Equity, Connectivity, Recovery and Growth Framework | INFORMATIONAL |
| 6. Caltrain's Commitment Letters to the Metropolitan Transportation Commission (MTC) for Plan Bay Area 2050 Project Submissions | INFORMATIONAL |
| 7. State and Federal Legislative Update | INFORMATIONAL |
| 8. Committee Member Requests | |
| 9. Date/Time of Next Regular WPLP Committee Meeting: Wednesday, August 26, 2020 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 Finance Committee: Fourth Monday of the month, 1:30 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.

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.

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

DRAFT MINUTES OF JUNE 24, 2020

MEMBERS PRESENT: C. Stone (Chair), C. Chavez, M. Zmuda

MEMBERS ABSENT: None.

STAFF PRESENT: J. Hartnett, J. Cassman, S. van Hoffen, S. Petty, M. Bouchard, D. Hansel, D. Seamans, S. Wong

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Charles Stone called the subcommittee meeting to order at 3:01 p.m.

2. ROLL CALL

District Secretary Dora Seamans confirmed all the Committee members were present.

3. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Chair Stone extended public comments to three minutes.

Roland Lebrun, San Jose, commented on the timing of posting the SB 797 presentation.

4. APPROVE MEETING MINUTES OF APRIL 22, 2020

Motion/Second: Chavez/Zmuda moved approval of the April 22, 2020 minutes

Ayes: Chavez, Zmuda, Stone

Noes: None

Absent: None

5. APPROVAL OF AMENDED AND RESTATED COOPERATIVE AGREEMENT FOR PARTICIPATION IN PHASE II OF THE SAN JOSE DIRIDON INTEGRATED STATION CONCEPT PLAN

Sebastian Petty, Director of Policy Development, provided a brief update. He said they were seeking authority to enter into an amended cooperative agreement for the Diridon planning process. Mr. Petty explained that the original cooperative agreement was expiring though the work has been ongoing. He noted that the re-stated agreement would 1) extend the agreement and make the term open-ended, 2) would add the Metropolitan Transportation Commission (MTC) as a fifth partner, and 3) generalize language in the agreement to allow for more than one contractor for the various members. Mr. Petty said Caltrain's ongoing participation is funded through Measure B with \$750,000 for ongoing participation.

Board members had a discussion and staff provided further clarification in response to Board comments and questions on the following: how long Measure B funds would last; whether the project would be complete after the second tranche of funds are allocated; completing details around the concept plan; the number of consulting firms engaged.

Public comment

Roland Lebrun, San Jose, commented on platform length discrepancy, the Diridon line, MTC contribution, the City of San Jose's participation with an request for proposal (RFP), and staff memo errors.

Motion/Second: Chavez/Zmuda moved approval of the amended agreement

Ayes: Chavez, Zmuda, Stone

Noes: None

Absent: None

6. CALL FOR PUBLIC HEARING ON AUGUST 6, 2020 ON POTENTIAL CLOSURE OF THE ATHERTON STATION AND RELATED SERVICE CHANGES

Sebastian Petty, Director of Policy Development, provided a brief presentation, which included the following: there is a policy service to restore regular service after electrification; this station is one of a few remaining "hold out" rule stations; on January 15, 2020, the Atherton Town Council tentatively endorsed the station closure as a significant benefit to the town; they would be able to reallocate services to other stations; there would be financial savings; the town would benefit from noise reduction. Mr. Petty discussed the potential memorandum of understanding (MOUs) with the town. He said the preliminary costs would be between \$7-9 million and they are looking at possible funding sources. He discussed next steps as including Title VI analysis, environmental re-evaluations, and set a date for the station closure.

Public comment

Roland Lebrun, San Jose, expressed support for the closure, suggested opening a Redwood junction station and selling Atherton station land for revenue.

Jeff Carter, Millbrae, commented on printing agenda PowerPoint slides and expressed support for the closure.

Adrian Brandt commented on the requirement to prepare an addendum for the Environmental Impact Report (EIR), dual speed check and warnings at Atherton grade crossings, constant warning times, and Communications Based Overlay Signal System (CBOSS).

Rich Hedges, San Mateo, expressed support for the closure.

Drew, San Mateo, expressed support for the item, requested a cost break down for the \$7-9 million, suggested a potential Fair Oaks station, and inquired about inconsistencies in the ability of cities to obtain requested items (such as bike paths, quiet zones, etc.).

Board members had a discussion and staff provided further clarification in response to Board comments and questions regarding grade separation funding and Atherton closure funding.

Motion/Second: Zmuda/ Chavez moved approval of the hearing and potential closure

Ayes: Chavez, Zmuda, Stone

Noes: None

Absent: None

7. UPDATE SB 797 UPDATE

Seamus Murphy, Chief Communications Officer, stated that there were positive poll results and support for the sales tax measure during a time when they expected support to be lower. He said they expect to have a recommendation for the July 9th full Board meeting.

Ruth Bernstein, EMC Research, provided an update. She stated it was a multimodal poll of over 1,200 voters in San Francisco, San Mateo, and Santa Clara County for the November electorate. Ms. Bernstein noted the key findings that voters valued Caltrain as a regional service, riders were planning to return back to Caltrain, and 63 percent indicated support with no information, and a significant growth in support when additional information was provided on the benefits. She noted the frequency of Caltrain ridership and responses to future Caltrain usage, comparing frequent to infrequent riders. Ms. Bernstein presented results on pre and post-pandemic driving behaviors, frequency, future driving behaviors, votes based on high or low voter turnout, votes by county, votes based on political party and home ownership. She presented votes after supporting and opposing messaging and recommended a privately funded campaign.

Board members had a discussion and staff provided further clarification in response to Board comments and questions regarding oppositional messaging.

Public comment

Adina Levin, Friends of Caltrain, commented on the results, valuing Caltrain, supporting the Business Plan, getting cars off the road, equitable access, and review of policy around equity and connectivity.

Jeff Carter, Millbrae, stated that he was neither high income nor a tech worker and expressed support for dedicated funding. He asked about funding commitments from partner agencies after passage of the sales tax.

Roland Lebrun, San Jose, commented on the presentation, past performance, and 2014 PCEP documents and goals.

Adrian Brandt commented on the thoroughness of the presentation, encouraged forward momentum for the bill, and citizen support messaging for non-riders regarding equivalent lane capacity, BART level service, and emphasizing less traffic.

Monica Malin, Santa Clara, commented on the importance of riding Caltrain and moving forward with this. She disagreed with the generalization that Caltrain is for rich tech workers and expressed support for expanding riders.

8. COMMITTEE MEMBER REQUESTS

None.

9. DATE/TIME OF NEXT REGULAR WPLP COMMITTEE MEETING: JULY 22, 2020 AT 3:00 PM via Zoom.

10. ADJOURN

The meeting adjourned at 4:08 p.m.

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board Work Program-Legislative- Planning Committee

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Caltrain

SUBJECT: **DRAFT EQUITY, CONNECTIVITY, RECOVERY & GROWTH FRAMEWORK**

ACTION

Staff Coordinating Council recommends the Work Program-Legislative-Planning (WPLP) committee receive the attached draft "Equity, Connectivity, Recovery & Growth Framework" along with an informational ppt.

SIGNIFICANCE

At the June 2020 Board Meeting, Peninsula Corridor Joint Powers Board (JPB) staff announced that activity on the Caltrain Business Plan would pause and pivot toward COVID Recovery efforts. The accompanying presentation and draft "Equity, Connectivity, Recovery and Growth Framework" are the first in what is anticipated to be a series of recovery planning updates and requests for action that will be brought to the Board over the coming months. This item was brought to the full JPB in July but was not discussed due to time constraints. Staff is seeking discussion and comments from the WPLP committee so that these can be incorporated into a final document for Board consideration and adoption at the JPB.

The Draft Framework is a policy statement that has been developed within the context of the COVID crisis, leveraging work conducted through the Caltrain Business Plan. The Framework is similar to the Long Range Service Vision (adopted by the JPB in 2019) in that it is intended to constitute an interim policy decision by the Board within the larger Caltrain Business Plan process. The framework has been developed to provide high level policy guidance on the following questions related to equity, connectivity, recovery and growth;

- What are Caltrain's guiding principles for recovery planning during the COVID Crisis?
- How can Caltrain ensure that our system benefits those who need it most?
- How can Caltrain best fulfill our role as part of an essential regional network?
- How can Caltrain accelerate our plans for equity and connectivity to meet the current moment?
- How does the current crisis relate to and inform our long-range plans for growth?

During the month of July, staff is engaging in extensive outreach on the Draft "Equity, Connectivity, Recovery and Growth Framework," and is soliciting feedback from multiple stakeholder groups including;

- The Business Plan Project Partner Committee
- The Business Plan Stakeholder Advisory Group
- The City / County Staff Group
- The Local Policy Maker Group

Staff has also reached out directly to a number of community leaders and representatives of equity focused groups and is also holding a general public meeting on the draft framework. Staff will return to the Board with a revised Equity, Connectivity, Recovery and Growth Framework in August.

BUDGET IMPACT

There is no budget impact associated with receiving this informational update.

BACKGROUND

In 2017, the JPB secured full funding for the Peninsula Corridor Electrification Project and issued notices to proceed to its contractors for corridor electrification and purchase of Electric Multiple Unit railcars.

Now that construction on this long-awaited project is underway, the agency has the opportunity to articulate a long-term business strategy for the future of the system. The initial concept for a Caltrain "Business Plan" was brought to the Board in April of 2017. The Board reviewed a draft scope of work for the Business Plan in December of 2017 and adopted a final Business Strategy and Scope of Work in February of 2018. Technical work on the Plan commenced in the summer of 2018. The Business Plan has been scoped to include long-range demand modeling, and service and infrastructure planning, as well as organizational analysis and an assessment of Caltrain's interface with the communities it traverses. In October of 2019, the JPB marked a major milestone in the Business Plan process with its adoption of a "2040 Service Vision" for the Caltrain system. This action set long-range policy guidance for the future of the Caltrain service and allowed staff to advance toward the completion of the overall plan by summer of 2020.

Starting in March of 2020, however, the emergence of the COVID-19 Pandemic resulted in a rapid and severe crisis for the railroad, with ridership plummeting by as much as 98% and the implementation of significant service cuts. Based on this unprecedented circumstance, staff informed the Board of their decision to temporarily pivot Business Plan efforts toward recovery planning in June of 2020.

CALTRAIN FRAMEWORK FOR EQUITY, CONNECTIVITY, RECOVERY & GROWTH

DRAFT FOR DISCUSSION AND COMMENT

The following draft "Caltrain Framework for Equity, Connectivity, Recovery and Growth" has been developed for consideration by the Peninsula Corridor Joint Powers Board to provide guidance to staff and transparency to the public as the railroad navigates a prolonged period of intensive challenges and transformation. In fall 2019, the JPB adopted the Caltrain 2040 Long Range Service Vision, setting a blueprint for the future development of the Caltrain corridor and service over the next two decades. The Framework for Equity, Connectivity, Recovery and Growth is a companion document that outlines initial principles and policy for how Caltrain will navigate near- and mid-term challenges while incrementally advancing toward its Long Range Vision.

The Framework is based on detailed technical analysis undertaken by Caltrain and its partner agencies as part of the "Caltrain Business Plan" process during 2018, 2019 and 2020. It builds on this analysis and outlines the initial principles, policies and actions the railroad must urgently pursue to help the region address the interrelated and compounding crises of the COVID-19 pandemic and longstanding systemic inequality and racism. The Framework is also a starting point. Over the coming months and years there is more work that Caltrain will need to do as we navigate a new and rapidly changing business environment and as we strive to better understand our role and responsibility in making the Bay Area a more inclusive and equitable region for people of all races and income levels.

Guiding Principles

- 1) Caltrain's Framework for Equity, Connectivity, Recovery & Growth directs the railroad to undertake both near-term recovery planning as well as the longer term planning and implementation of its services and projects in accordance with the following guiding principles:
 - A.) Caltrain shall make a priority of addressing the specific needs of riders and communities who depend on transit for essential travel. In particular, the railroad will work to enhance **equity** in its system, making its services more accessible and relevant to lower income people and members of racial groups and communities who have historically been marginalized and overlooked in planning and government processes.
 - B.) Caltrain recognizes its unique position as a critical link within the Bay Area's passenger rail network. The railroad will undertake policies and actions that improve

its **connectivity** to other transit systems strengthen its role as part on a regionally integrated network.

C.) Caltrain must address the needs of the pandemic present while simultaneously planning for and working toward a long-term future. The railroad will endeavor to proceed on a path of **recovery and growth** that anticipates, advances and, where possible, accelerates the incremental delivery of the 2040 Long Range Service Vision.

Equity

2) In accordance with principle 1A, the Framework guides Caltrain toward advancing the following policies and actions as soon as practicable and financially feasible with the goal of increasing social and racial equity on the system today and in the future.

A.) Undertake service planning and service changes in a manner that enhances equity and access for underserved communities and markets including people with lower incomes and members of racial and ethnic minority groups. This includes:

- 1) Improving midday and off-peak service levels to serve and attract customers who need the system for non-work trips or whose work schedules do not conform to historic peak commute hours;
- 2) Considering social and racial equity as a significant factor in determining the restoration and expansion of service frequencies at individual stations; and
- 3) Engaging in research, dialog and planning to understand how best to provide meaningful access and connections between the Caltrain system and historically underserved low income and minority communities along the corridor.
- 4) Undertaking planning to improve Caltrain station access facilities most heavily used by low income riders, including bus stops, bicycle parking, pick-up/drop-off areas, and walkways

B.) Take steps to ensure that the Caltrain system is affordable to all and that fare policies are equitable. This includes:

- 1) Seeking Board action to temporarily suspend the implementation of fare increases previously authorized by the JPB as ridership recovers from the COVID-19 Pandemic.
- 2) Affirming Caltrain's ongoing support for the regional means-based fare program (Clipper START) and working collaboratively with MTC and other transit operators to increase the effectiveness and reach of the program.

- 3) Accelerating and expanding further fare policy analysis called for in the 2018 Fare Study. This includes both study and evaluation of the Go Pass and other discount programs and well as potential changes to the overall structure of the fare system to improve equity and ridership outcomes.
 - 4) Constructive participation in the Regional Fare Coordination and Integration Study, towards the goals of increasing ridership and enhancing the ease and affordability of trips made using multiple transit providers.
- C.) Sustain and deepen Caltrain's commitment to social and racial equity through an ongoing program of institutional learning, dialog and accountability. This includes:
- 1) Engaging in additional research, planning and dialog to identify ways in which Caltrain can further improve and expand access to low income people and members of underserved racial and ethnic groups
 - 2) Consideration and improvement of Caltrain's outreach processes, marketing materials and customer information systems to ensure that they exceed minimum standards and are intelligible, intuitive and welcoming to customers representing a broad spectrum of cultural and linguistic backgrounds; and
 - 3) Development and implementation of standards, measurements and a reporting schedule to track Caltrain's progress toward becoming a more inclusive and equitable system.
- 3) In accordance with principle 1B, the Framework further directs Caltrain to advance the following policies and actions to maximize connectivity to other transit providers as part of an integrated regional rail and transit system
- A.) Plan for a standardized "clock face" schedule with consistent arrivals and departures at stations so that shuttle, bus, and light rail transit providers and intercity rail operators have the ability to predict and plan to Caltrain's service.
 - B.) Prioritize the coordination of major intermodal transfers within service planning, focusing initially on the connection to BART at Millbrae and considering other key transfer points as practicable.
 - C.) Build on and expand existing coordination with other transit and rail operators to ensure that inter-operator coordination and connectivity is safeguarded and improved as recovery efforts proceed and as Caltrain prepares for the launch of electrified service.

- D.) Consider the ease of transfers as a key factor in the further development of the railroad's fare policy and continue to seek integration with, and participate in, State and regional fare programs- including continuing constructive participation in the Regional Fare Coordination and Integration Study.
- 4) Finally, in accordance with principle 1C, the Framework guides Caltrain towards planning for recovery and growth in a manner that looks toward the future and incrementally advances and implements the 2040 Long Range Service Vision over the course of the coming decade.
- A.) Strive to deliver specific elements and benefits of the Long Range Service Vision as soon as is practicable and supported by the market demand and financial circumstances of the railroad.
- B.) Plan and build toward an “enhanced growth” level of service, beyond initial electrification, that includes the provision of an 8 train per hour per direction peak hour service level between San Francisco and San Jose, and enhanced service south of San Jose to the extent achievable based on current corridor ownership constraints.
- C.) Refine and advance the planning and development of a program of capital improvements to support the “enhanced growth” level of service, including but not limited to:
- 1) The full electrification of the mainline service between San Francisco and San Jose and the corresponding expansion of Caltrain's electrified fleet and storage facilities;
 - 2) Any necessary improvements to Caltrain's tracks and systems;
 - 3) The provision of level boarding at all Caltrain stations; and
 - 4) The enhancement of Caltrain's stations and access facilities to accommodate expanded ridership and provide an improved customer experience.
- D.) Simultaneously continue Caltrain's leadership in the planning and advancement of key, long-range regional and state partner projects identified in the 2040 Long Range Service Vision, including:
- 1) The Downtown Extension to the Salesforce Transit Center
 - 2) The reconstruction of Diridon Station and surrounding rail infrastructure
 - 3) The reconstruction and electrification of the rail corridor south of Control Point Lick to the Gilroy Station

- 4) Additional improvements to allow for the operation of High Speed Rail service between Gilroy and San Francisco
- 5) The substantial grade separation of the corridor as well as safety upgrades to any remaining at-grade crossings, undertaken in a coordinated strategic manner driven by the desires of individual local jurisdictions as well as legal requirements associated with any proposed 4-track segments.

COVID-19 Recovery Planning

July 22, 2020



**Recovery Planning:
Draft Equity, Connectivity
Recovery, & Growth
Framework**

Ongoing Recovery Planning Efforts

Caltrain has pivoted its Business Plan effort to focus on COVID-19 Recovery planning. This work is spread across multiple streams as shown on the right.

Caltrain staff will engage regularly with the Board, stakeholders and the public as recovery planning proceeds over the next several months.



Equity, Connectivity, Recovery, & Growth Framework



Near Term Service Planning



Financial Analysis



Scenario Planning

DRAFT

Framework for Equity, Connectivity, Recovery, and Growth

Purpose

The following draft "Caltrain Framework for Equity, Connectivity, Recovery and Growth" has been developed for consideration by the Peninsula Corridor Joint Powers Board to provide guidance to staff and transparency to the public as the railroad navigates a prolonged period of intensive challenges and transformation. In fall 2019, the JPB adopted the Caltrain 2040 Long Range Service Vision, setting a blueprint for the future development of the Caltrain corridor and service over the next two decades. The Framework for Equity, Connectivity, Recovery and Growth is a companion document that outlines initial principles and policy for how Caltrain will navigate near- and mid-term challenges while incrementally advancing toward its Long Range Vision.

Framework

The Framework is based on detailed technical analysis undertaken by Caltrain and its partner agencies as part of the "Caltrain Business Plan" process during 2018, 2019 and 2020. It builds on this analysis and outlines the initial principles, policies and actions the railroad must urgently pursue to help the region address the interrelated and compounding crises of the COVID-19 pandemic and longstanding systemic inequality and racism. The Framework is also a starting point. Over the coming months and years there is more work that Caltrain will need to do as we navigate a new and rapidly changing business environment and as we strive to better understand our role and responsibility in making the Bay Area a more inclusive and equitable region for people of all races and income levels.

Building on the Business Plan

The 2020 confluence of the COVID-19 Pandemic and urgent, widespread calls for racial justice have provided an impetus for reflection and action on the part of the railroad



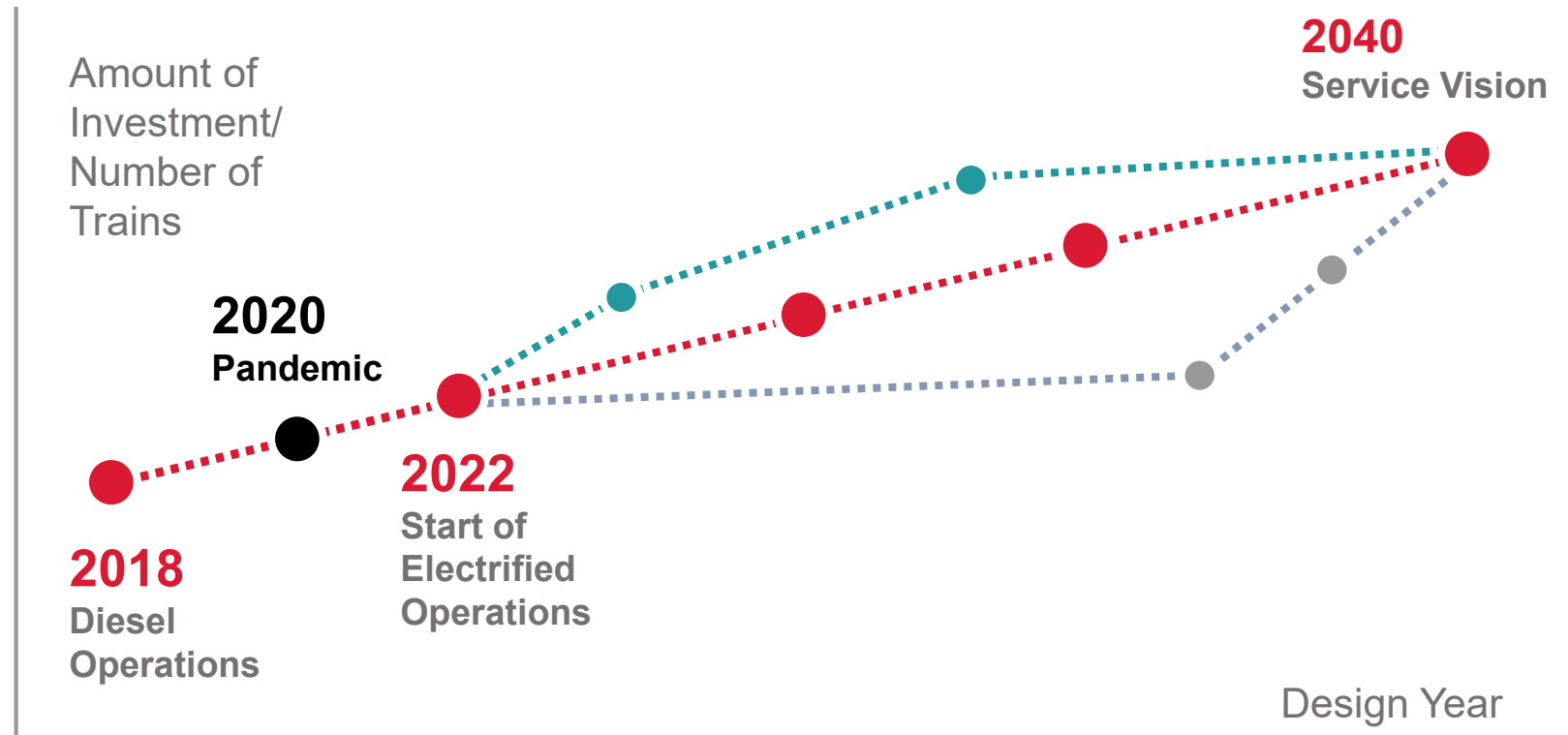
Source: SFGate

Building on the Business Plan

Caltrain had assumed a future where the railroad and its operations would remain relatively stable until the rollout of initial electrified service – this is no longer the case

Caltrain's Long Range Service Vision is an aspirational endpoint- not a single project. There are many paths Caltrain can take to implement and grow toward its Long Range Vision

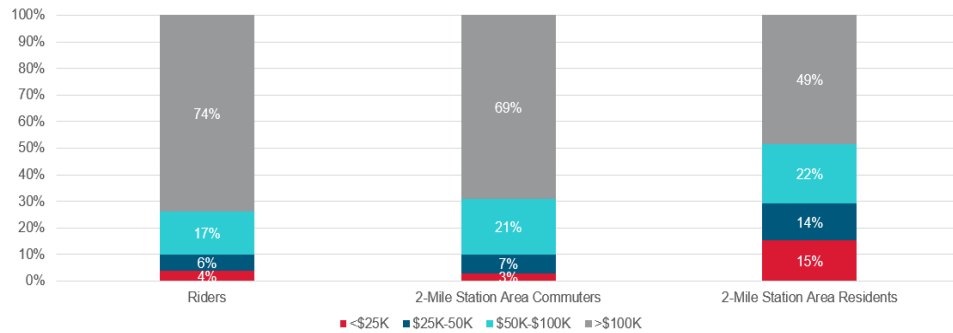
The Pandemic has accelerated the pace of change for Caltrain and complicated our future. The way in which we recover will set the foundation for our long term growth



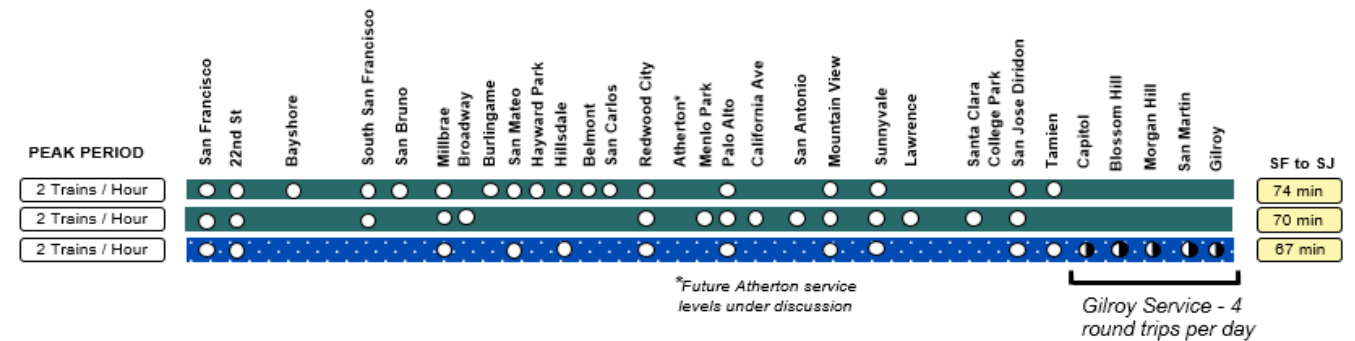
Building on the Business Plan

Work undertaken as part of the Business Plan related to near-term service planning, connectivity and equity is useful and applicable in helping Caltrain develop an effective response to these crises and has formed the basis for the Draft Equity, Connectivity, Recovery & Growth Framework

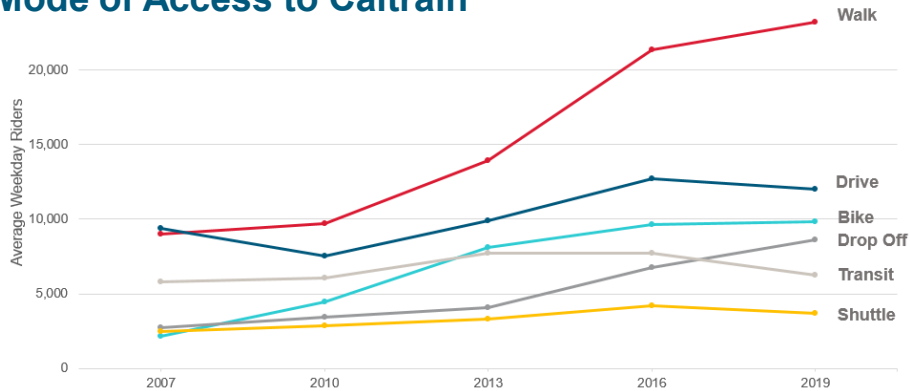
Riders and Residents by Income



Two Zone with Express

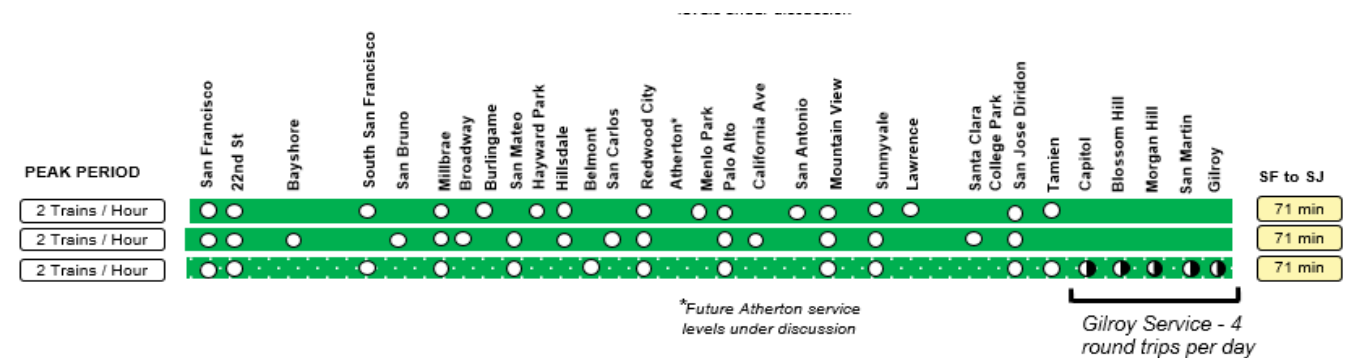


Mode of Access to Caltrain



Distributed Skip Stop

See www.caltrain2040.org for background and details



Building on the Business Plan

As part of the Business Plan Equity Assessment, Caltrain reviewed existing transportation plans along the corridor, interviewed community representatives from all three counties, and compared existing Caltrain ridership demographics to broader travel patterns in the corridor.



Community Stakeholder Interviews:

- TransForm (all counties)
- Youth Leadership Institute (all counties)
- Florence Fang Asian Community Garden (SF)
- Potrero Boosters Neighborhood Association (SF)
- Get Healthy San Mateo County (SMC)
- Midcoast Community Council (SMC)
- Paratransit Coordinating Council (SMC)
- Language Pacifica (SMC)
- AbilityPath (SMC)
- North Fair Oaks Council (SMC)
- ALLIES - Alliance for Language Learners' Integration, Education, and Success (SCC)
- Abode Services (SCC)

Part I: Guiding Principles

Caltrain's Framework for Equity, Connectivity, Recovery & Growth directs the railroad to undertake both near-term recovery planning as well as the longer term planning and implementation of its services and projects in accordance with the following guiding principles:



Guiding Principles

A

Caltrain shall make a priority of addressing the specific needs of riders and communities who depend on transit for essential travel. In particular, the railroad will work to enhance **equity** in its system, making its services more accessible and relevant to lower income people and members of racial groups and communities who have historically been marginalized and overlooked in planning and government processes.

B

Caltrain recognizes its unique position as a critical link within the Bay Area's passenger rail network. The railroad will undertake policies and actions that improve its **connectivity** to other transit systems strengthen its role as part on a regionally integrated network.

C

Caltrain must address the needs of the pandemic present while simultaneously planning for and working toward a long-term future. The railroad will endeavor to proceed on a path of **recovery and growth** that anticipates, advances and, where possible, accelerates the incremental delivery of the 2040 Long Range Service Vision.

Part II: Equity

In accordance with principle 1A, the Framework guides Caltrain toward advancing the following policies and actions as soon as practicable and financially feasible with the goal of increasing social and racial equity on the system today and in the future.



Equity in Service

A) Undertake service planning and service changes in a manner that enhances equity and access for underserved communities and markets including people with lower incomes and members of racial and ethnic minority groups. This includes:

1

Improving midday and off-peak service levels to serve and attract customers who need the system for non-work trips or whose work schedules do not conform to historic peak commute hours;

2

Considering social and racial equity as a significant factor in determining the restoration and expansion of service frequencies at individual stations;

3

Engaging in research, dialog and planning to understand how best to provide meaningful access and connections between the Caltrain system and historically underserved low income and minority communities along the corridor.

4

Undertaking planning to improve Caltrain station access facilities most heavily used by low income riders, including bus stops, bicycle parking, pick-up/drop-off areas, and walkways

Equity in Fares

B) Take steps to ensure that the Caltrain system is affordable to all and that fare policies are equitable. This includes:

1

Seeking Board action to temporarily suspend the implementation of fare increases previously authorized by the JPB as ridership recovers from the COVID-19 Pandemic.

2

Affirming Caltrain's ongoing support for the regional means-based fare program (Clipper START) and working collaboratively with MTC and other transit operators to increase the effectiveness and reach of the program.

3

Accelerating and expanding further fare policy analysis called for in the 2018 Fare Study. This includes both study and evaluation of the Go Pass and other discount programs and well as potential changes to the overall structure of the fare system to improve equity and ridership outcomes.

4

Constructive participation in the Regional Fare Coordination and Integration Study, towards the goals of increasing ridership and enhancing the ease and affordability of trips made using multiple transit providers.

Equity in Planning & Communication

C) Sustain and deepen Caltrain's commitment to social and racial equity through an ongoing program of institutional learning, dialog and accountability. This includes:

1

Engaging in additional research, planning and dialog to identify ways in which Caltrain can further improve and expand access to low income people and members of underserved racial and ethnic groups

2

Consideration and improvement of Caltrain's outreach processes, marketing materials and customer information systems to ensure that they exceed minimum standards and are intelligible, intuitive and welcoming to customers representing a broad spectrum of cultural and linguistic backgrounds; and

3

Development and implementation of standards, measurements and a reporting schedule to track Caltrain's progress toward becoming a more inclusive and equitable system.

Part III: Connectivity

In accordance with principle 1B, the Framework further directs Caltrain to advance the following policies and actions to maximize connectivity to other transit providers as part of an integrated regional rail and transit system.



Connectivity

A

Plan for a standardized “clock face” schedule with consistent arrivals and departures at stations so that shuttle, bus, and light rail transit providers and intercity rail operators have the ability to predict and plan to Caltrain’s service.

B

Prioritize the coordination of major intermodal transfers within service planning, focusing initially on the connection to BART at Millbrae and considering other key transfer points as practicable.

C

Build on and expand existing coordination with other transit and rail operators to ensure that inter-operator coordination and connectivity is safeguarded and improved as recovery efforts proceed and as Caltrain prepares for the launch of electrified service.

D

Consider the ease of transfers as a key factor in the further development of the railroad’s fare policy and continue to seek integration with, and participate in, State and regional fare programs- including continuing constructive participation in the Regional Fare Coordination and Integration Study.

Part IV: Growth & Recovery

In accordance with principle 1C, the Framework directs Caltrain towards planning for recovery and growth in a manner that looks toward the future and incrementally advances and implements the 2040 Long Range Service Vision over the course of the coming decade



Growth & Recovery

A

Strive to deliver specific elements and benefits of the Long Range Service Vision as soon as is practicable and supported by the market demand and financial circumstances of the railroad

B

Plan and build toward an “enhanced growth” level of service, beyond initial electrification, that includes the provision of an 8 train per hour per direction peak hour service level between San Francisco and San Jose, and enhanced service south of San Jose to the extent achievable based on current corridor ownership constraints

Growth & Recovery

C) Refine and advance the planning and development of a program of capital improvements to support the “enhanced growth” level of service, including but not limited to:

1

The full electrification of the mainline service between San Francisco and San Jose and the corresponding expansion of Caltrain’s electrified fleet and storage facilities

2

Any necessary improvements to Caltrain’s tracks and systems

3

The provision of level boarding at all Caltrain stations

4

The enhancement of Caltrain’s stations and access facilities to accommodate expanded ridership and provide an improved customer experience.

Growth & Recovery

D) Simultaneously continue Caltrain's leadership in the advancement of key, long-range regional and state partner projects identified in the 2040 Long Range Service Vision, including:

1

The Downtown Extension to the Salesforce Transit Center

2

The reconstruction of Diridon Station and surrounding rail infrastructure

3

The reconstruction and electrification of the rail corridor south of Control Point Lick to the Gilroy Station

4

Additional improvements to allow for the operation of High Speed Rail service between Gilroy and San Francisco

5

The substantial grade separation of the corridor as well as safety upgrades to any remaining at-grade crossings, undertaken in a coordinated strategic manner driven by the desires of individual local jurisdictions as well as legal requirements associated with any proposed 4-track segments.

July 2018 – June 2020

Outreach Activities to Date

Caltrain will leverage the venues and channels used for the Business Plan to gather Stakeholder input and feedback on recovery planning efforts

Stakeholders Engaged

47

Jurisdictions & public agencies

93

Organizations in the Stakeholder Advisory Group

16

Community organization leaders

199

Stakeholder meetings

Public Outreach

88

Public meetings and presentations

1,600+

Virtual Townhall views

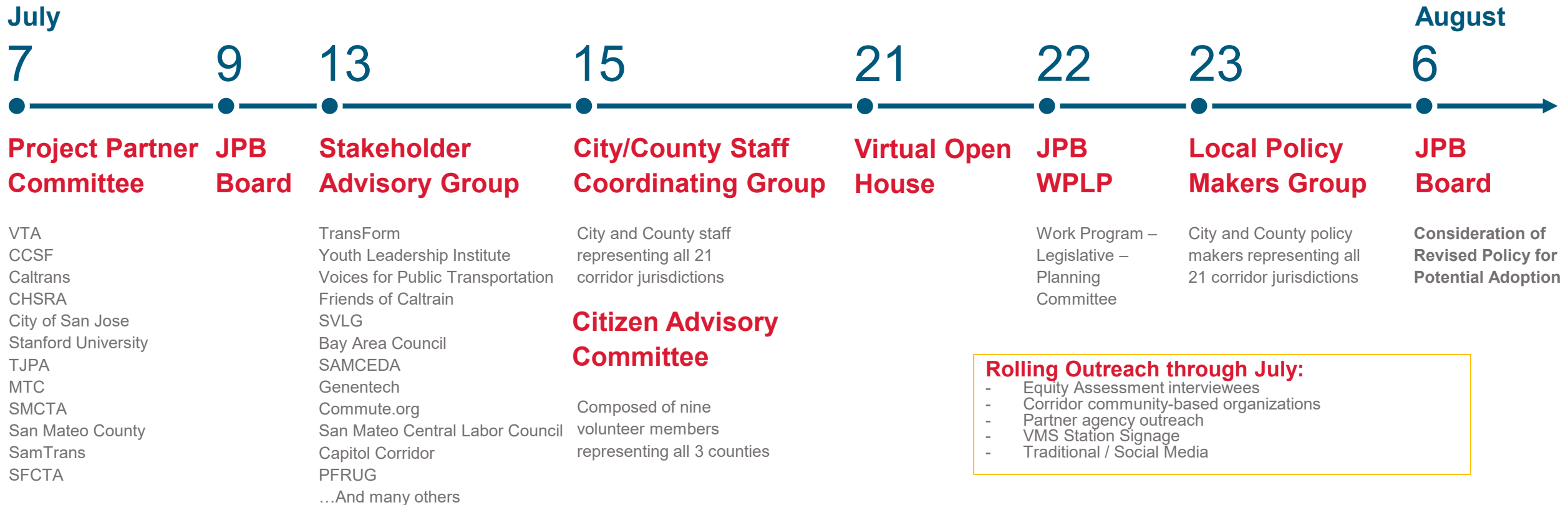
47,000+

Website views

2,200+

Survey results

July Stakeholder Outreach



**What do you think about the
Equity, Connectivity, Recovery, and Growth Policy?**
[Link to Document](#)

Share feedback at
equity@caltrain.com
or 650-508-6499

Deadline: Tuesday, July 28

FOR MORE INFORMATION

WWW.CALTRAIN2040.ORG

BUSINESSPLAN@CALTRAIN.COM

650-508-6499



**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: JPB Work Program-Legislative-Planning (WPLP) Committee

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: **CALTRAIN'S COMMITMENT LETTERS TO THE METROPOLITAN TRANSPORTATION COMMISSION (MTC) FOR PLAN BAY AREA 2050 PROJECT SUBMISSIONS**

ACTION

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

SIGNIFICANCE

MTC is in the process of preparing Plan Bay Area 2050, an update to the San Francisco Bay Area's nine-county Regional Transportation Plan (RTP) and Sustainable Communities Strategy. Plan Bay Area 2050 will be used to set a roadmap for future transportation investments in the region.

In late summer of 2019, MTC requested that Bay Area County Transportation Agencies (CTAs) and multi-county project sponsors (such as the JPB) submit project updates for potential inclusion in Plan Bay Area 2050. In fall 2019 and winter 2020, MTC completed an evaluation of all the major projects that were submitted to Plan Bay Area 2050 and released the performance results.

In spring 2020, following the project performance assessment, as part of the process to develop a "Draft Blueprint" for Plan Bay Area 2050, MTC provided project sponsors with an opportunity to revise their projects for consideration in the Draft Blueprint. MTC requested that project sponsors provide a commitment letter documenting the revised project as well as strategies to address any performance concerns from the project performance assessment. These revised projects were then analyzed as part of MTC's efforts to develop the Draft Blueprint for the Plan.

Building on the analysis and results from the Draft Blueprint, MTC has recently released a proposed "Final Blueprint" that includes the projects that are proposed for inclusion in Plan Bay Area 2050. For projects that are included in the proposed Final Blueprint, MTC has requested that project sponsors share the project commitment letters with their Boards. To that end, the two attachments to this staff report present the letters that have been submitted to MTC regarding Caltrain's projects for Plan Bay Area 2050.

These letters are provided for the Board's information, and no Board action is necessary at this time.

ADDITIONAL INFORMATION

This section provides additional information on the JPB's project submissions to MTC for Plan Bay Area 2050, as well as the current status of the agency's project and what it means for Caltrain.

In late summer 2019, when the JPB was first required to submit projects to MTC for Plan Bay Area 2050, the Caltrain Board had not yet taken action to adopt a long-term service vision for the railroad. For this reason, the JPB initially submitted three projects to Plan Bay Area 2050, which corresponded to the three potential long-term service visions for the railroad that were developed through the Caltrain Business Plan process (2040 Caltrain Base Growth Scenario, 2040 Caltrain Moderate Growth Scenario, and 2040 Caltrain High Growth Scenario). In the subsequent project performance assessment completed by MTC, the three Caltrain projects performed well in some regards, but also received some flags for performance issues related to the Benefit-Cost Ratio Evaluation, Guiding Principles Evaluation, and Equity Evaluation.

In response to MTC's project performance assessment, the JPB developed a revised project called the "Caltrain Enhanced Growth Scenario" for the Draft Blueprint for Plan Bay Area 2050. This revised project was based on additional technical analysis and stakeholder outreach completed through the Business Plan in fall 2019 and winter 2020. The Caltrain Enhanced Growth Scenario includes enhanced service levels to maximize the use of available infrastructure and more fully serve expected market demand on the Caltrain corridor over the next decade and beyond. It will deliver many benefits to the region, including increased capacity to support ridership growth, longer time periods for peak service, and additional service in the off-peak periods, at significantly lower costs than the three previously submitted projects (while still remaining entirely consistent with the system's ultimate Long-Range Vision). Information about this project was provided by staff to the Caltrain Board in the Caltrain Business Plan updates throughout winter and spring 2020.

As documented in the first attached letter, which was submitted to MTC in April 2020, the JPB's updated project addresses all concerns raised by MTC during the performance assessment and provides for an incremental advancement of Caltrain's overall Service Vision that can more readily be accommodated within a fiscally constrained Regional Transportation Plan. Additional details about the revised project and its strategies can be found in the attached letter. Following the submission of the Caltrain Enhanced Growth Scenario, MTC included the project as part of its analysis of the Draft Blueprint in spring 2020.

In summer 2020, MTC released the proposed Final Blueprint for Plan Bay Area 2050, which specifies investments that may be implemented within two fiscally-constrained time periods (2021-2035 and 2036-2050) as required by the California Air Resources Board. MTC estimates that revenues available across the planning period will be more limited in the first time period because of the 2020 economic recession, and on the

premise of new funding streams (such as a new regional funding measure) eventuating by 2035, there is a corresponding assumption of greater fiscal capacity for investment in Period 2 than Period 1. What this means for the proposed Final Blueprint is that the first half of the planning period includes a much more limited set of major project investments that may be implemented compared to the second half of the planning period.

In Period 1, the Final Blueprint proposal includes regional discretionary funding for the following major rail projects: BART's Frequency/Capacity Boost, BART to Silicon Valley Phase 2, and Irvington BART. In Period 2, the proposal includes regional discretionary funding for the following major rail projects: Caltrain's Enhanced Growth Scenario, New Transbay Rail Crossing Phase 1, DTX, Valley Link, Dumbarton Group Rapid Transit, and Stevens Creek Blvd Light Rail.

MTC staff have clarified that projects that are included in Period 2, such as the Caltrain Enhanced Growth Scenario, may begin project development work, pursue environmental approvals, and seek project funding during Period 1 (prior to 2036). Additionally, MTC intends to develop a Megaproject Advancement Policy in 2021, which would provide eligibility criteria for Plan Bay Area 2050's Period 2 projects to be amended into Period 1 for implementation. Eligibility criteria could include improved cost effectiveness or new funding sources for projects.

Because the JPB expects to be seeking implementation of the Caltrain Enhanced Growth Scenario in advance of 2036, the agency submitted a second letter in June 2020 to MTC to seek inclusion in Plan Bay Area 2050 in Period 1 instead of Period 2. Caltrain Board members were recently emailed a copy of this letter, and it is also presented here as the second attachment to this staff report.

NEXT STEPS

Following outreach on the proposed Final Blueprint this summer, action is expected to be taken by the MTC Commission in September 2020 to approve the Final Blueprint. Then, MTC will move forward with preparing the actual Plan Bay Area 2050 document and environmental impact report, as well as complete additional outreach, with the entire process expected to be wrapped up with MTC Commission adoption in fall 2021.

In the months to come, Caltrain staff will continue to track the Plan Bay Area 2050 process and coordinate with MTC regarding the agency's project submission and the development of the Plan documents as needed.

Prepared by: Melissa Jones, Principal Planner, Caltrain Planning

650.295.6852



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EXECUTIVE DIRECTOR

April 6, 2020

Ms. Alix Bockelman
Deputy Executive Director
Metropolitan Transportation Commission
Association of Bay Area Governments

Subject: Plan Bay Area 2050: Draft Blueprint Framework – Comments on Caltrain-related Projects

Dear Ms. Bockelman:

Caltrain staff would like to thank MTC for sharing the final project performance assessment results and the Draft Blueprint for Plan Bay Area 2050. We recognize that this has taken great time and effort from your staff, and we would like to take this opportunity to provide a revised project submission for Caltrain for inclusion in the Final Blueprint for Plan Bay Area 2050. We believe this submittal, the "Caltrain Enhanced Growth" scenario, addresses all concerns raised by MTC during the performance assessment and provides for an incremental advancement of Caltrain's overall Service Vision that can more readily be accommodated within a fiscally constrained Regional Transportation Plan.

As MTC staff is aware, Caltrain previously submitted three long-term projects to be evaluated through the Horizons/Plan Bay Area 2050 process: the 2040 Caltrain Base Growth Scenario, the 2040 Caltrain Moderate Growth Scenario, and the 2040 Caltrain High Growth Scenario. These three long-term service scenarios were developed through the collaborative, extensive planning process for the Caltrain Business Plan. On October 3, 2019, the Caltrain Board of Directors unanimously adopted the railroad's Long-Range Service Vision, which directs staff to plan for a level of service commensurate with the 2040 Moderate Growth Scenario while simultaneously working with the region and State towards achieving the levels of service envisioned in the 2040 High Growth Scenario.

Our revised project for Plan Bay Area 2050 is an incremental advancement of Caltrain's Long-Range Service Vision. The Caltrain Enhanced Growth Scenario includes enhanced service levels that will maximize the use of available infrastructure and more fully serve expected market demand on the Caltrain corridor over the next decade and beyond. It will deliver many benefits to the region, including increased capacity to support ridership growth, longer time periods for peak service, and additional service in the off-peak periods, at significantly lower costs than the three previously submitted projects (while still remaining entirely consistent with the system's ultimate Long-Range Vision).

As MTC continues to plan for the future of the Bay Area's rail and transit network with Plan Bay Area 2050, we would request that MTC include the Caltrain Enhanced Growth Scenario in its Final Blueprint, along with Caltrain's already-committed projects, including the Peninsula Corridor Electrification Project. In the attached memo, we have provided additional information

about the Caltrain Enhanced Growth Scenario project, as well as our comments and strategies regarding performance issues that were flagged during MTC's Horizons/Plan Bay Area project performance evaluation process. We have also provided illustrative service schedules for the Enhanced Growth Scenario in a second attachment to this letter. The Enhanced Growth Scenario was presented to the Peninsula Corridor Joint Powers Board at their March 2020 meeting and staff described our intent to submit this revised project to MTC as part of the Plan Bay Area process.

Additionally, we would strongly urge that rather than use a project-based approach, MTC employ a regional network approach when selecting projects to include in the Final Blueprint and the fiscally constrained Regional Transportation Plan. The Caltrain Enhanced Growth Scenario is a critical foundation to developing the region's integrated rail network, including the Caltrain Downtown Extension and the San Francisco-Oakland Transbay Rail Crossing. While there are a number of regional and statewide rail planning efforts underway, we believe that the Bay Area's Regional Transportation Plan should support an integrated approach to phasing and developing the region's rail network through its project selection process.

Lastly, we would like to again express our appreciation to MTC staff for their thoughtful and collaborative approach to the significant undertaking of Plan Bay Area 2050 – especially Dave Vautin, Adam Noelting, and Anup Tapase. We would also like to thank Melanie Choy for her ongoing participation in the Caltrain Business Plan process. Caltrain appreciates MTC's partnership, and we are happy to provide further information or discuss this project submittal as needed.

Sincerely,



Jim Hartnett
Executive Director, Caltrain

Attachments:

- Attachment A – Detailed Memo on Caltrain's Revised Project Submission to MTC
- Attachment B – Spring 2020 Update on Caltrain Business Plan (including information on Caltrain's "Enhanced Growth Scenario" as well as connectivity and equity assessment analysis)
- Attachment C – Caltrain Enhanced Growth Scenario: Illustrative Service Schedules for 2022 and 2027

Attachment A: Detailed Memo on Caltrain's Revised Project Submission to MTC

Overview and Background

As MTC staff is aware, Caltrain has been engaged in developing the Caltrain Business Plan over the last two years. This significant and collaborative planning process initially focused on the development of a long-range service vision for the railroad and a companion investment plan for both Caltrain rail service and the larger rail corridor, running from San Francisco through San Jose to Gilroy. On October 3, 2019, the Caltrain Board of Directors unanimously adopted a Long-Range Service Vision for the railroad, which provides high-level policy guidance to evolve the Caltrain corridor and service from a traditional commuter railroad to a regional rail system operating at transit-level frequencies throughout the day. The adopted Service Vision directs staff to plan for a level of service commensurate with the 2040 Moderate Growth Scenario while simultaneously working with the region and State towards development of a larger regional rail system that could include level of train service specified in the 2040 High Growth Scenario.

Since the Long-Range Service Vision was adopted, Caltrain staff has continued to work on the Business Plan to finish rounding out the Service Vision with additional analysis and stakeholder outreach. In particular, we have been focused on additional technical and policy analysis to identify on what incremental improvement Caltrain can achieve over the next decade and the key near-term steps and work that will be needed to make it happen. This has included developing nearer-term service concepts for Caltrain's initial electric service and options for additional, incremental growth and investment in Caltrain service through the 2020s, building towards the Long-Range Service Vision, as well as developing financial projections and funding plans to accompany the updated service concepts. We have also analyzed connections to other transit systems and station access options, and have completed an equity analysis that includes identification of opportunities to improve equitable access to Caltrain. Lastly, we have also been developing a longer-term funding strategy to achieve Caltrain's Long-Range Service Vision, which identifies about \$25 billion in investments along the corridor by Caltrain, cities, and partner agencies. All of these efforts will coalesce in the adoption of the Caltrain Business Plan by the Caltrain Board of Directors, anticipated in summer 2020.

This most recent work on the Caltrain Business Plan has culminated in the development of the "Caltrain Enhanced Growth Scenario," which we are submitting to MTC as a revised project for inclusion in the Final Blueprint of Plan Bay Area 2050 by way of this letter. The Enhanced Growth Scenario is a nearer-term, incremental project that moves the railroad toward achieving Caltrain's adopted Long-Range Service Vision. It includes the provision of enhanced service levels that will maximize the use of available infrastructure and more fully serve expected market demand on the corridor over the next decade and beyond.

We would like to note that because Caltrain is submitting this project for inclusion in the Final Blueprint for Plan Bay Area 2050, it should supersede the three previous Caltrain submissions for the Horizons/Plan Bay Area 2050 process in 2019. At that time, because the Business Plan was still in development and the Caltrain Board of Directors had not yet taken action to adopt a single Service Vision, we submitted the 2040 Baseline Growth Scenario, 2040 Moderate Growth Scenario, and 2040 High Growth Scenario to MTC in 2019 for inclusion in the Horizons/Plan Bay Area 2050 process. These three projects were evaluated as part of the Horizons/Plan Bay Area 2050 project performance assessment, along with two other Caltrain-related projects that

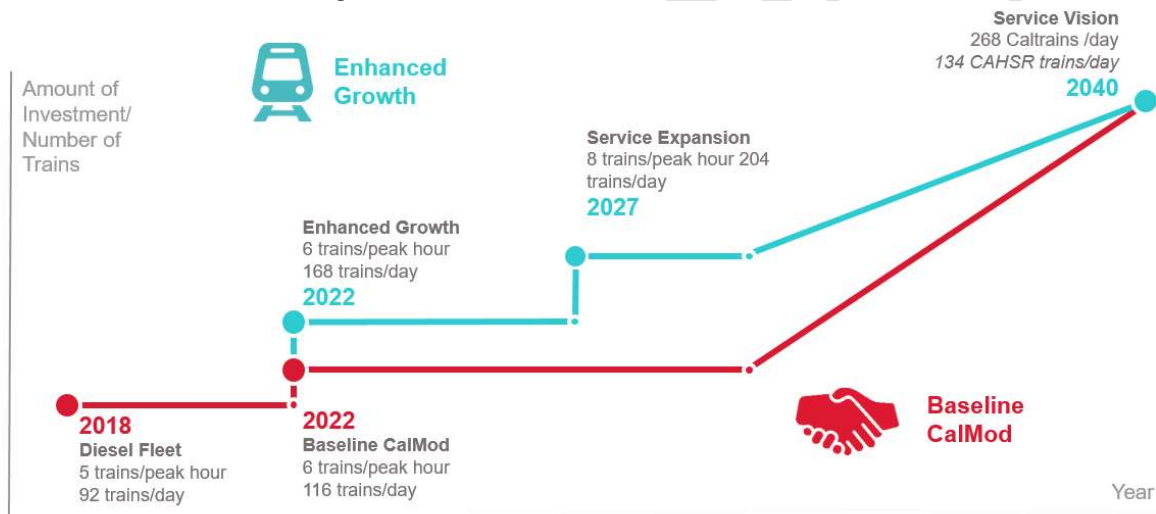
were submitted by partner agencies, the Downtown Extension project and San Francisco-Oakland Transbay Rail Crossing – Commuter Rail.

This memo includes more information about Caltrain’s revised project for Plan Bay Area 2050, the Caltrain Enhanced Growth Scenario, as well as our proposed strategies to address performance issues for Caltrain’s previous project submissions that were flagged by MTC in its initial project performance assessment through the Horizons/Plan Bay Area 2050 process in fall 2019.

Caltrain Enhanced Growth Scenario

As noted above, the Caltrain Enhanced Growth Scenario is an incremental step towards achieving the railroad’s adopted Long-Range Service Vision. With increased service levels that maximize the use of available infrastructure, the Enhanced Growth Scenario will more fully serve the anticipated market demand on the corridor in the 2020s and beyond. Figure 1, below, shows how the Caltrain Enhanced Growth Scenario relates to Caltrain’s baseline commitment to electrification through the CalMod program in terms of both peak and overall weekday service levels.

Figure 1: Overview of the Enhanced Growth Scenario



Like the baseline CalMod project, the Caltrain Enhanced Growth Scenario includes commencing the start of electrified service in 2022 with 6 peak hour trains per hour per direction (7-car trains) in between San Francisco and San Jose, but it also expands peak periods and adds significantly greater levels of off-peak frequency to increase overall service to 168 trains per weekday. This enhanced service meets observed and projected market demand, allows for greater all-day connectivity to the larger regional transit network, and significantly advances equity on the Caltrain corridor by providing high quality off-peak service that meets the needs of customers who wish to use the system for reasons outside of traditional commuting.

The Enhanced Growth Scenario also includes a series of capital investments needed to grow Caltrain service to 8 peak hour trains per hour per direction (utilizing 7-car trains) by the end of the 2020s, increasing the daily service to a total of about 204 trains per day. Key required investments include:

- The full electrification and expansion of Caltrain’s mainline fleet

- The construction of additional train storage
- The improvement of platforms at Caltrain stations to achieve level boarding
- The reconfiguration or elimination of remaining holdout rule stations on the corridor

This service will lead to a massive increase in station stops along the Caltrain corridor, resulting in the significant majority of Caltrain stations receiving service levels of 4- or 8-trains per hour per direction (as compared to just a handful of stations that receive this level of service today). In addition to benefiting the Caltrain corridor communities, the Enhanced Growth Scenario will also benefit the wider Bay Area region. It will allow Caltrain to provide the service and capacity needed to make maximum use of the Downtown Extension once that project is open, and it will be foundational to the development of an integrated regional rail network, including potential future connections with the East Bay via the San Francisco-Oakland Transbay Rail Crossing.

As part of the Caltrain Business Plan, the ridership for the Enhanced Growth Scenario was modeled using the VTA/CCAG regional travel demand model. For the year 2030, two Enhanced Growth Scenarios were modeled – one with the Downtown Extension and one without the Downtown Extension – and the results showed substantial Caltrain ridership gains by directly connecting the railroad to the broader regional transit network via the Downtown Extension. Indeed, the 2030 Caltrain daily ridership was estimated to be around 113,000 riders without the Downtown Extension, while it was estimated to be nearly 143,000 riders with the Downtown Extension open (with 7-car trains constrained to capacity for peak hour/peak direction travel).

The table below summarizes additional details for this project. An illustrative service plan that corresponds to the Enhanced Growth Scenario is included as Attachment B to this memo. If MTC needs any additional information or has any questions regarding this revised project, we would be happy to provide assistance.

Caltrain Enhanced Growth Scenario Details

First Year of Operations	2022 (FY23) for 6, 7-car trains per peak hour per direction (tphpd) (~168 trains per day) 2027 (FY28) for 8, 7-car trains per peak hour per direction (~204 trains per day)
Annual O&M Costs in 2022 (corresponding to first year of electrified service with 6 tphpd)	\$245.43 million (\$YOE)
Annual O&M Costs in 2027 (corresponding to first year of 8 tphpd service)	\$329.53 million (\$YOE)
Capital Investment	No additional capital investment is needed for the 2022 service with 6 tphpd beyond committed/funded capital projects. Additional capital investment is needed to commence 2027 service with 8 tphpd, including: additional EMU fleet; level boarding at station platforms; more train storage; minor track work; station improvements; and hold-out rule elimination at two stations.
Total Capital Investment Cost (excluding committed, funded projects) (\$2019)	\$1.211 billion for new enhancements to achieve 8 tphpd service by 2027

First Year of Construction (for additional capital investments)	2022 (FY23) (corresponding to improvements needed for 8 tphpd service)
Committed Funding (Capital)	\$564 million from Santa Clara, San Mateo Counties (\$314 million from Measure B in Santa Clara County \$250 million from Measure A in San Mateo County and an amount to be determined from San Francisco)

Strategies to Address Performance Flags

In the project performance assessment completed by MTC in 2019, Caltrain’s three submitted projects performed well in some regards, but also received flags for performance issues related to the Benefit-Cost Ratio Evaluation, Guiding Principles Evaluation, and Equity Evaluation. The sections below summarize our understanding of why these issues were flagged and includes our proposed strategies to address performance issues identified and to resolve any concerns about including this revised project in the Final Blueprint for Plan Bay Area 2050. If MTC staff would like additional information or has any questions, we would be happy to meet to discuss.

Benefit-Cost Ratio Evaluation

In the quantitative Benefit-Cost Ratio (BCR) Evaluation, all three of Caltrain’s projects scored between <0.5 and 1.0, with the best performances under the “Clean and Green” Future. Our submittals were flagged because their BCR scores did not exceed 1.0. Our understanding is that high capital costs for each of the previously submitted projects contributed to high lifecycle costs relative to MTC’s calculation of lifecycle benefits, thus resulting in lower BCR scores in MTC’s calculations.

The Caltrain Enhanced Growth Scenario addresses this performance issue by adjusting the variable that contributed to the lower BCR scores: the capital costs. Similar to the previous projects that the agency submitted in 2019, the Caltrain Enhanced Growth Scenario increases train service levels on the corridor, yet it has substantially lower capital costs compared to the three previously submitted projects. In fact, the Enhanced Growth Scenario capitalizes on infrastructure investments that are already committed and/or are being implemented on the Caltrain corridor, and its suite of additional capital investments include only those that are directly needed to support growth in train service to 8 peak hour trains per hour per direction. These investments are still fully consistent with the long-term build out envisioned in Caltrain’s Service Vision but represent a more modest incremental step. The Enhanced Growth Scenario’s capital investments total approximately \$1.2 billion – a fraction of the capital costs associated with Caltrain’s previous project submissions (previously, the lowest capital costs were approximately \$22 billion, associated with the 2040 Baseline Growth Scenario).

Of the previously submitted projects, we would estimate that the revised Enhanced Growth Scenario is most closely compared to the 2040 Baseline Growth Scenario, and by MTC’s calculations, it had lifecycle benefits in the range of \$3-5 billion (variable by Future). Even though the lifecycle benefits would likely be slightly less than this for the Caltrain Enhanced Growth Scenario (due to slightly lower service levels than the 2040 Baseline Growth Scenario), it is likely that the lifecycle benefits would be greater than the lifecycle costs for the revised project, resulting in a BCR score that would exceed 1.0.

Ultimately, with the significantly lower capital costs and with large benefits still accruing due to substantial increases in Caltrain service on the corridor, we would strongly expect that the

Enhanced Growth Scenario's BCR score would exceed 1.0, thus addressing the BCR Evaluation's flagged performance issue.

Guiding Principles Evaluation

In the qualitative Guiding Principles Evaluation completed by MTC, all three of Caltrain's projects were flagged for two of the five Guiding Principles that were developed for MTC's Horizons process. The flags were received for "Diverse – does the project displace lower-income residents or divide communities (as a direct impact of project construction)?" and "Vibrant – does the project directly eliminate jobs?" It is our understanding that all three of the projects received these performance flags for these Guiding Principles because each of them included grade separation projects as part of their suite of capital investments on the corridor. In discussions with MTC staff, we learned that the assessment assumed that construction of the grade separation projects would result in direct displacement of at least 100 low income people and 100 jobs across the Caltrain corridor – thus resulting in the performance flags for Diverse and Vibrant Guiding Principles.

While the strategies to address these performance issues are discussed below, we would like to highlight several conceptual and methodological concerns about MTC's original assessment for the Guiding Principles. It is important to note that the vast majority of the grade separation projects that were included in the three previously submitted projects are not required by State or federal law, but have been self-identified as a high priority for many of the communities along the Caltrain corridor; in fact, many of the communities have made clear that these grade separation projects are essential to supporting greatly expanded rail service along the Caltrain corridor. It is our understanding that the many benefits of grade separation projects were largely not captured in MTC's modeling nor considered in the Guiding Principles Evaluation – and these benefits are the primary reason that many communities have prioritized these large capital projects, and thus why they were included in the long-range investment plans for the three projects. This includes benefits like improved travel times for surface transportation modes as well as rail travel, improved transit reliability, reduced congestion for vehicular traffic, reduced air pollutants and greenhouse gas emissions, improved pedestrian and bicycle connectivity, etc.

Uncaptured benefits aside, we would also suggest that it is too early in the planning process to make a conclusive assessment about any grade separation project's effects on low-income residents and jobs. It is possible that displacement of residents could occur with construction of these potential future grade separation projects, but at this point in time, the demographics of any potentially displaced residents are unknown. Similarly, it is difficult to assess these potential future projects' net impact on jobs, because while it is possible that some jobs may be displaced as a result of constructing grade separation projects, these large construction projects also bring many high quality jobs to local communities. Indeed, these potential displacement impacts on jobs and residents would be identified and efforts to address any issues would be included in the collaborative, extensive community planning process that each grade separation project undergoes on the corridor. For these reasons, it is difficult to make a final determination that grade separation projects would conclusively raise performance issues with the Diverse and Vibrant Guiding Principles as defined by MTC.

Because all three of Caltrain's previously submitted projects did receive these performance flags for Diverse and Vibrant Guiding Principles in MTC's evaluation, however, we believe it is important to propose strategies for addressing these performance concerns. First, the Enhanced Growth Scenario does not include any grade separation projects in its suite of capital investments. That said, grade separation projects are important to many of the communities

along the Caltrain corridor, and many cities are actively planning for grade separation projects in the coming decades; therefore, they remain part of Caltrain's Long-Term Service Vision. To that end, Caltrain is committed to supporting cities in community-based planning processes for each grade separation project along the corridor; this collaborative, extensive community planning process will be critical to ensuring the projects have minimal displacement impacts to both residents and jobs along the corridor, as well as to ensuring that the many benefits that result from these projects are maximized for the corridor's communities and the region.

Additionally, it is important to note that the Caltrain Board of Directors very recently adopted a Rail Corridor Use Policy and a Transit-Oriented Development Policy, providing the agency with high-level policy guidance that is supportive of additional development along the Caltrain corridor, especially affordable housing. In the planning processes for the Rail Corridor Use Policy and Transit-Oriented Development Policy, the Caltrain Board also recognized that there could be opportunities to integrate development projects directly into future grade separation projects, which is an option that the agency is committed to exploring through the capital planning processes for future projects. Ultimately, Caltrain is supportive of the future provision of additional development projects in its corridor communities, which could provide new physical space for residents and jobs and could help counter any potential future displacement impacts to jobs and low-income residents that could occur as a result of grade separation projects along the corridor. To that end, in addition to planning for individual grade separations, Caltrain is also planning to undertake a comprehensive, corridor-wide grade separation strategy. This comprehensive study has already been funded and will begin in 2020. This process will allow Caltrain to consider issues of development opportunities, displacement, and construction impacts from a deliberative, policy-based perspective on a corridor-wide basis.

In these ways, the Caltrain Enhanced Growth Scenario and the agency's other committed policy and planning process approaches address the performance concerns raised by MTC for "Diverse" and "Vibrant" Guiding Principles.

Equity Evaluation

In its Equity Evaluation for the project performance assessment, MTC rated projects as "advances," "even," or "challenges" for equity scores. Caltrain's three previously submitted projects all scored either "even" or "challenges" in each of the three Futures that were evaluated through the Horizons/Plan Bay Area 2050 process. We understand that projects that received a score of "challenges" equity were determined to have project benefits that skewed towards higher income individuals, while "even" equity scores were given to projects that were determined to have an even distribution of benefits to all income groups. In conversations with MTC staff, we understood that Caltrain's projects received "challenges" equity scores because the agency has generally higher fares, its ridership skews towards higher income demographic groups, and the geography of the railroad and the demographics of the Caltrain corridor communities mean that the benefits from Caltrain's three projects accrue in higher income communities.

Similar to the Guiding Principles Evaluation, before discussing proposed strategies to address the performance issues, we wish to highlight a concern with the project performance assessment approach that contributed to Caltrain's projects receiving equity performance concerns. We would question whether incorporating existing fare structures into the equity analysis process is a methodologically sound approach. Because Caltrain does not currently have a dedicated source of funding, the agency is highly dependent on the farebox to fund operations, and this fact has driven much of the Caltrain Board's decision-making regarding fares. Ultimately, for transit systems in the Bay Area, fares are a funding and revenue tool, and

introducing these into the equity analysis creates an inherent bias against certain types of systems and proposed projects. More specifically, it creates a bias against systems and projects that have been forced to address funding issues through fares today. Our concern is that many of the other proposed projects in the region that were included in the project performance assessment are too “new” and speculative to have worked through realistic funding plans, and the project performance assessment may have been overly and unwarrantedly optimistic about the assumed fares and related equity concerns for these other projects. In other words, our concern is that Caltrain projects may have received a flag for equity performance issues related to fares, while other proposed projects may not have received the same treatment, because they may not be in a similar current funding situation as Caltrain, or because they may not be far enough along in the planning process to have developed a realistic funding plan and identified the role of fares in funding future operations.

Even if fares were excluded from the project performance assessment for equity, however, all three of Caltrain’s previously submitted projects would have still received equity performance issues, and we believe it is important to propose strategies to address these concerns.

Beginning with actions that the agency is taking today to improve equity, Caltrain is working closely with three other transit operators and MTC to lead the region in actively addressing fare equity concerns by piloting a regional means-based fare program, Clipper START. Through this program, which will commence in spring 2020, Caltrain will be offering a 20 percent discount to eligible participants in the pilot program, and the intended effect from Caltrain’s participation is to make the railroad more accessible and affordable to lower income transit riders in the region. Additionally, Caltrain is actively participating along with other operators and MTC in the newly launched Regional Fare Coordination and Integration Study, which aims to identify strategies to increase transit ridership and create a more seamless user experience on the region’s transit systems. While the fare strategies and recommendations from this study are still forthcoming, Caltrain is fully committed to participating in the study and exploring implementation of improvements that would increase transit ridership and improve the user experience across the region.

Separately from those efforts, we are working on an equity analysis as part of the Caltrain Business Plan to look for additional opportunities to make the railroad more equitable and accessible to all our community members. While still underway, preliminary results from this equity analysis indicate that one leading strategy that would be very effective in attracting additional minority and low income passengers to Caltrain would be to change the current concentration of train service in the peak commute periods by offering more off-peak service. The Caltrain Enhanced Growth Scenario would accomplish this as soon as 2022 with a service plan that extends the length of the peak period windows, increases the number of trains operating in off-peak service windows, and increases the total number of trains running each day, resulting in a more equitable service than today. These service improvements would only be enhanced in the late 2020s, when the Enhanced Growth Scenario plans to grow to 8 trains per peak hour per direction, thus delivering even more equity improvements for the railroad.

Preliminary results from the equity analysis that is underway for the Business Plan also indicate that Caltrain’s low income and minority passengers are particularly likely to use transit to connect to and access the Caltrain system. Transit connections to other operators remain a challenge for the railroad today, due to its highly individualized service patterns in each direction and concentration of service in the peak period windows. Improving transit connectivity is another important opportunity to make Caltrain more accessible and attractive to low-income and minority passengers. As soon as 2022, the Enhanced Growth Scenario would accomplish this by creating a more standardized schedule for the trains with a repeating, clockface pattern

and symmetrical services in both the north-bound and south-bound directions. Not only will this more standardized schedule be more user-friendly, it will also allow for improved connections with the rest of the region's rail and transit network, including better bus integration throughout the whole system. On a related note, it is anticipated that with the Enhanced Growth Scenario in the Caltrain Business Plan, we will recommend focusing access improvements on non-auto modes at the stations, which are the modes of station access and egress that are more likely to be used by lower income passengers.

Lastly, as noted above, the Caltrain Board of Directors very recently adopted a Transit-Oriented Development Policy. This high-level policy document contains goals and strategies that support provision of affordable housing along the Caltrain corridor, including requiring Caltrain-led residential development projects to provide affordable housing on site. Per the adopted policy, residential development projects on the agency's property will be required to offer at least 30 percent of units on-site at below-market rents – one of the highest on-site requirements of any transit agency in the country. Caltrain is showing leadership on the equity front by requiring that in each project, at least 10 percent of units be targeted to households with incomes of no more than 50 percent of Area Median Income (AMI), at least 10 percent of units be targeted to households with incomes of no more than 80 percent of AMI, and at least 10 percent of the units be targeted to households with incomes of no more than 120 percent of AMI. The adopted policy also directs the agency to partner with developers to leverage other sources of affordable housing and to explore creative ways to utilize smaller opportunity sites along the Caltrain corridor for affordable housing. With this recently adopted policy, Caltrain is continuing to show leadership and commitment to equity by supporting the creation of more affordable communities along the Caltrain corridor.

In summary, Caltrain is endeavoring to create a more equitable transit system through a variety of programs, strategies, and policy approaches, as well as through the quality of its service in the Enhanced Growth Scenario project, ultimately addressing the underlying equity concerns that caused Caltrain's three projects to receive "performance flags."



BOARD OF DIRECTORS 2020

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June 30, 2020

Scott Haggerty

Chair, Metropolitan Transportation Commission, and

Therese McMillan

Executive Director, Metropolitan Transportation Commission and Association of Bay Area Governments

Bay Area Metro Center

375 Beale Street, Suite 800

San Francisco, CA 94105-2066

Subject: Inclusion of the Caltrain Enhanced Growth Project and the Caltrain Downtown Rail Extension (DTX) Period 1 of Plan Bay Area 2050

Dear Chair Haggerty and Executive Director McMillan:

Caltrain is pleased that the Plan Bay Area 2050 (PBA 2050) process continues to advance toward final completion and adoption by the Metropolitan Transportation Commission (MTC). PBA 2050 will help ensure that the entire Bay Area has a future land use and transportation network that is equitably, environmentally, and economically sustainable. As a region, we can achieve this goal by continually encouraging travel to shift away from motor vehicles to transit. Passenger rail will continue to be the most effective mode of transit, moving the most people efficiently in the smallest amount of space.

I am writing to request that the Caltrain Enhanced Growth Project be included in Period 1 of PBA 2050, and to also express our support for including the Caltrain Downtown Rail Extension (DTX) in Period 1 of PBA 2050. Development of both projects as early as possible is consistent with Caltrain's 2040 Long Range Service Vision, the Transbay Joint Powers Authority's project schedule, and the California High Speed Rail Authority's (CHSRA) 2020 Draft Business Plan. These projects are essential to the development of a robust regional rail network in the Bay Area.

Request for Inclusion of the Caltrain Enhanced Growth Project in Period 1

As the seventh-largest commuter rail service in the United States, Caltrain is in the midst of the most significant change to transit that the Peninsula has ever experienced. The Peninsula Corridor Electrification Project (PCEP), currently underway, will drastically re-make transit service on the Peninsula and will facilitate a change from a peak-hour focused traditional

commuter rail service to an urban regional rail system with shorter headways, greater frequency, and more capacity. This new service will continue to attract riders, generating significant demand as forecasted through the Caltrain Business Plan development process.

Accommodating this forecasted demand will require additional capital investments that build on and leverage the foundational infrastructure created by PCEP, including the full electrification and expansion of the fleet as well as key upgrades to rail and systems infrastructure. These investments will facilitate tighter running of trains and more responsive service patterns to meet more markets, enabling Caltrain to serve a growing and broader cross-section of riders than have used the system in the past.

Therefore, **it is imperative that the Caltrain Enhanced Growth Project be included in Period 1 (2021-2035) of PBA 2050** for two primary reasons—both of which are directly related to growth in our services over the next decade.

Growing Ridership and Diversifying our Customer Base

Caltrain's ridership projections (developed as part of the Caltrain Business Plan process) show that the demand for rail service on the Peninsula will begin to push against the limits of our system by the end of the decade. The infrastructure improvements identified as part of the Caltrain Enhanced Growth Project will allow us to add capacity to the system, meet expanded service expectations, and expand frequent, transit-level service to more communities (including Communities of Concern) along the corridor.

This projection is further supported by Caltrain's upcoming Equity, Connectivity, Recovery and Growth Framework (to be presented to the JPB in draft on July 9). This policy document has been developed through the Business Plan process and will formally establish Caltrain's commitment to attract and accommodate new riders from underserved markets across the Peninsula. With improvements such as a revised timetable that promotes more seamless transfers between modes such as BART and bus, 50% discounts for low income riders through the Clipper START program, and improved access to Communities of Concern throughout the corridor, Caltrain is confident that our ridership will diversify and grow throughout the decade. The PCEP project will begin Caltrain's transformation to a true, regional rail service but the frequencies and capacity made possible through the Enhanced Growth Project will truly bring this level of transformative rail access and service to all communities on the Peninsula.

Value for Money Opportunity to Acquire More Electric Multiple Unit Vehicles (EMUs)

In addition to the imperative to grow ridership and expand our customer base, Caltrain has a time-sensitive option to purchase additional EMUs that will allow us to fulfill the service requirements described above. These new EMUs will be critical to reduce potential for crowding, facilitate more frequent and flexible service, and provide a clean, uniform 100% electrified fleet.

Notably, we understand that a key consideration for placement in Period 1 is funding availability. As recently noted, June 2020 polling across San Francisco, San Mateo, and Santa Clara Counties demonstrates that Caltrain's proposed 1/8 cent sales tax (Senate Bill 797) has a strong chance of voter approval in November 2020. This will provide Caltrain with its first-ever source of on-going revenue, independent of fares and annual contributions from our member counties. To maximize the effectiveness of the passage of SB797 as a more reliable source of funding (including potentially local match funds) for time-sensitive investments in the Peninsula's rail network, we reiterate that **it is critical that the Caltrain Enhanced Growth Project be included in Period 1 of Plan Bay Area 2050**, from 2021-2035.

Support for Inclusion of the Downtown Extension Project in Period 1

As noted in the Caltrain Business Plan and the 2018 California State Rail Plan, the DTX project is a critical missing link within the Bay Area's rail network. As a major Bay Area connector, DTX will fully realize Caltrain's investments in PCEP and the Enhanced Growth Project and will reinforce the region's prior commitments to the Salesforce Transit Center and BART/Muni corridor by delivering commuter and future high-speed rail service to downtown San Francisco from the Peninsula and Los Angeles, respectively. The DTX is also positioned to serve as the potential first leg of a new Transbay Rail Crossing to the East Bay.

Once DTX is completed, the Salesforce Transit Center will realize its fullest potential by bringing an impressive number of regional and state transit systems under one roof, linking Caltrain and high-speed rail with nine other transit operators: AC Transit, BART, Golden Gate Transit, SFMTA Muni, SamTrans, WestCAT Lynx, Amtrak, Greyhound, as well as local paratransit service. The project will close a major gap in the Bay Area's transportation system with accessibility benefits for up to 90,000 new and existing Caltrain and high-speed rail passengers in addition to new and existing bus riders by 2040. It will relieve gridlock on US101/I-80, one of the most congested corridors in the Bay Area, and anchor growth in one of the region's most robust and diverse Priority Development Areas, the Downtown SF/South of Market/Mission Bay area. Bringing rail to the Transit Center also leverages the region's prior investment in the Transit Center, maximizes its current investment in Caltrain's electrification, and is key to the long-term financial stability of the Transit Center, providing much needed relief to MTC and local transit operators who heavily subsidize transit center operations presently.

The Caltrain system stands to benefit tremendously from the completion of DTX, particularly when this investment is paired with the full electrification and expansion of fleet as proposed in the Caltrain Enhanced Growth Project. We thus believe it **is also critical that DTX be included in Period 1 of Plan Bay Area 2050**, from 2021-2035.

Scott Haggerty
Therese McMillan
June 30, 2020
Page 4 of 4

Thank you for your consideration of these requests. We look forward to collaborating to improve connectivity for current and future transit riders across the Bay Area region, Northern California mega-region, and throughout the state.

Sincerely,



Jim Hartnett
Executive Director

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: JPB Work Program – Legislative – Planning (WPLP) Committee Meeting

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE AND APPROVAL OF LEGISLATIVE PROPOSALS**

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 2020 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, and specifies those bills on which staff proposes that the District take a formal position.

Prepared By: Casey Fromson, Government and
Community Affairs Director

650-508-6493

July 10, 2020

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 – July 2020**

General Update

After the House of Origin deadline, both houses adjourned for summer recess. The plan was to return to session beginning July 13, where the Senate and Assembly would begin hearing bills from the other house. However, after two Assemblymembers were diagnosed with COVID-19, both the Senate and the Assembly have announced that they will not return until July 27th. This leaves only a little over a month for both houses to pass bills out of policy committees, fiscal committees and the floor by August 31st.

After August 31st, the Legislature will adjourn for final recess until January, marking the end of the 2019-2020 legislative session.

Bills with Recommended Action

SB 288 (Wiener) – CEQA Exemptions. This bill would provide additional CEQA exemptions for certain projects, including rail projects.

The bill is already in the Assembly and should be set for hearing in late July or early August. **We recommend the Caltrain Board SUPPORT this bill.**

Legislation of Interest

SB 902 (Wiener) – Housing Density Near Public Transit and Jobs. This bill would allow a local government to pass an ordinance to zone any parcel up to 10 units of residential density per parcel, at a height determined by the local government, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site.

The bill passed out of the Senate Appropriations Committee 6-1 and the Senate Floor 33-4. It will be heard next in the Assembly Local Government Committee in late July or early August.

AB 90 (Assembly Committee on Budget) – Transportation Budget Bill. This bill, which was signed by the Governor on June 29th, includes multiple statutory relief measures for transit agencies. These include instituting a hold harmless provision for

STA, LCTOP, SOGR and waiving financial penalties associated with noncompliance with Transportation Development Act's fairbox recovery ratio and the State Transit Assistance Program's requirement that transit agencies' operating cost per revenue vehicle hour may not exceed operating cost per revenue vehicle hour adjusted by regional CPI, year over year.

Transit Budget Efforts

The Legislature is expected to take additional budget actions before they adjourn on August 31st. In anticipation of this, the California Transit Association is actively pursuing \$3.1 billion in emergency relief funding for California transit agencies.

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. 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.

Important Dates:

January 2020 – Applications Due

April 2020 – CalSTA Award Announcement

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.

Important Dates:

October 2019 – Guidelines Adopted

January 2020 – Applications Due

June 2020 – Program Adoption

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.

Important Dates:

October 2019 – Guidelines Adopted

January 2020 – Applications Due
June 2020 – Program Adoption

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.

Important Dates:

January 2020 – Guidelines Adopted
March 2020 – Applications Due
June 2020 – Program Adoption

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 7/10/2020

Active Bills			
Bill Number (Author)	Summary	Location	Position
AB 145 (Frazier D) High-Speed Rail Authority: Senate confirmation.	Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate. Introduced: 12/13/2018	Senate Transportation	Watch
AB 1112 (Friedman D) Shared mobility devices: local regulation.	Existing law generally regulates the operation of bicycles, electric bicycles, motorized scooters, and electrically motorized boards. Existing law allows local authorities to regulate the registration, parking, and operation of bicycles and motorized scooters in a manner that does not conflict with state law. This bill would define a “shared mobility device” as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public for shared use and transportation, as provided. The bill would require shared mobility devices to include a single unique alphanumeric ID. The bill would allow a local authority to require a shared mobility device provider to provide the local authority with deidentified and aggregated trip data and operational data, including as a condition for operating a shared mobility device program. The bill would prohibit the sharing of individual trip data, except as provided by the Electronic Communications Privacy Act. The bill would allow a local authority to enact reasonable regulations on shared mobility devices and providers within its jurisdiction, including, but not limited to, requiring a shared mobility service provider to obtain a permit. The bill would allow a local authority to ban persons from deploying and offering shared mobility devices for hire on its public right of way, subject to the California Environmental Quality Act. This bill contains other related provisions. Amended: 6/19/2019	Senate 2 year	Watch

Active Bills

<p><u>AB 1991</u> (<u>Friedman D</u>)</p> <p>Transit and Intercity Rail Capital Program: passenger tramways.</p>	<p>Existing law establishes the Transit and Intercity Rail Capital Program, which is funded in part by a continuously appropriated allocation of 10% of the annual proceeds of the Greenhouse Gas Reduction Fund, to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Existing law requires the Transportation Agency to evaluate applications for funding under the program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency. This bill would expand the purpose of the program to authorize funding for passenger tramway transit systems. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.</p> <p>Introduced: 1/27/2020</p>	<p>Assembly Transportation</p>	<p>Watch</p>
<p><u>ACA 1</u> (<u>Aguiar-Curry D</u>)</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>(1)The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p> <p>Amended: 3/18/2019</p>	<p>Assembly Reconsideration</p>	<p>Watch</p>

Active Bills

<p><u>SB 146 (Beall D)</u></p> <p>Regional transportation plans: sustainable communities strategies: procedural requirements.</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Existing law requires the regional transportation plan to include, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy or alternative planning strategy, which is designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. Before the adoption of a sustainable communities strategy or an alternative planning strategy, existing law requires a metropolitan planning organization to complete certain procedural requirements, including a requirement to conduct at least one or 2 informational meetings, as specified, and a requirement to adopt a public participation plan that includes, among other things, at least one or 3 workshops in each county in the region depending on a specified population threshold and at least 2 or 3 public hearings on the draft sustainable communities strategy or alternative planning strategy, as specified. This bill would revise the procedures required for the adoption of a sustainable communities strategy or alternative planning strategy by, among other things, recharacterizing the workshops as gatherings and reducing the required number of informational meetings and gatherings to one meeting or gathering and the required number of public hearings to 2 hearings. The bill would authorize these informational meetings, gatherings, and public hearings to be conducted digitally or telephonically. The bill would also require the draft sustainable communities strategy or an alternative planning strategy to be prepared and circulated not less than 45 days, instead of 55 days, before adoption of a final regional transportation plan. Existing law requires each transportation planning agency to adopt and submit to the California Transportation Commission and the Department of Transportation an updated regional transportation plan every 4 or 5 years, as specified. Before adoption of the regional transportation plan, existing law requires a public hearing to be held. This bill would authorize this public hearing to be conducted digitally or telephonically.</p> <p>Amended: 7/13/2020</p>	<p>Assembly Transportation</p>	<p>Watch</p>
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Active Bills

[SB 288 \(Wiener D\)](#)

California
Environmental Quality
Act: exemptions.

(1)The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA includes exemptions from its environmental review requirements for numerous categories of projects, including, among others, projects for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use and projects for the institution or increase of passenger or commuter service on high-occupancy vehicle lanes already in use, as specified. This bill would revise and recast the above-described exemptions and further exempt from the requirements of CEQA certain projects for the institution or increase of bus rapid transit and regional rail services on public rail or highway rights of way, as specified, whether or not it is presently used for public transit, as specified, and projects for the institution or increase of passenger or commuter service on high-occupancy vehicle lanes or existing roadway shoulders. The bill would additionally exempt projects for rail, light rail, and bus maintenance, repair, storage, administrative, and operations facilities; and projects for the repair or rehabilitation of publicly-owned local, major or minor collector, or minor arterial or major arterial bridges, as specified. The bill would require those exempt projects to meet additional specified criteria. The bill would require the lead agency to certify that those projects will be carried out by a skilled and trained workforce, except as provided. This bill would exempt from the requirements of CEQA projects for zero-emission fueling stations and chargers and projects for pedestrian and bicycle facilities. By requiring a lead agency to determine the applicability of this exemption, this bill would impose a state-mandated local program.(2)CEQA, until January 1, 2021, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would extend the above exemption until January 1, 2030.(3)The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.

Amended: 6/3/2020

Assembly Rules

Recommend Support

Active Bills

[SB 902 \(Wiener D\)](#)

Planning and zoning:
housing development:
density.

The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing. This bill would authorize a local government to pass an ordinance, notwithstanding any local restrictions on adopting zoning ordinances, to zone any parcel for up to 10 units of residential density per parcel, at a height specified by the local government in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. In this regard, the bill would require the Department of Housing and Community Development, in consultation with the Office of Planning and Research, to determine jobs-rich areas and publish a map of those areas every 5 years, commencing January 1, 2022, based on specified criteria. The bill would specify that an ordinance adopted under these provisions is not a project for purposes of the California Environmental Quality Act. This bill contains other related provisions.

Amended: 5/21/2020

Assembly Local Government

Watch

Inactive Bills

<p>AB 90 (Committee on Budget) Transportation.</p>	<p>(1)Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1 / 4 % sales tax in each county are transferred to the county’s local transportation fund and available, among other things, for allocation by a transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways for an operator to qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator’s total operating costs, as specified, or the maintenance by the operator of a specified ratio of fare revenues to operating cost. If an operator was allocated funds from a local transportation fund during a fiscal year in which it did not maintain the required ratio of fare revenues to operating cost, existing law requires the operator’s eligibility to receive these moneys and specified allocations under the State Transit Assistance Program to be reduced during a subsequent penalty year by the amount of the difference between the required fare revenues and the actual fare revenues collected for the fiscal year that the required ratio was not maintained.This bill would prohibit the imposition of this penalty on an operator that does not maintain the required ratio of fare revenues to operating cost during the 2019–20 or 2020–21 fiscal year. This bill contains other related provisions and other existing laws.</p> <p>Chaptered: 6/29/2020</p>	<p>Assembly Chaptered</p>	<p>Watch</p>
<p>AB 1992 (Friedman D) Transportation: transportation infrastructure: climate change.</p>	<p>Existing law vests the Department of Transportation with full possession and control of the state highway system. Existing law requires the department, in consultation with the California Transportation Commission, to prepare a robust asset management plan that assesses the health and condition of the state highway system and with which the department is able to determine the most effective way to apply the state’s limited resources.This bill would state the intent of the Legislature to enact legislation that would establish a new program to fund climate change adaptation planning for transportation impacts, data collection, modeling, and training. The bill would require the department, in consultation with the commission, to update the asset management plan on or before December 31, 2022, and every 4 years thereafter, and for the updates to take into account the forecasted impacts of climate change on transportation infrastructure. The bill would require the updates to the California Transportation Plan and the Strategic Growth Council’s report to include a forecast of the impacts of climate change on transportation infrastructure and measures to address those impacts. The bill would require the commission’s revisions to the guidelines for the preparation of regional transportation plans to include a requirement that designated transportation planning agencies take into account the forecasted transportation infrastructure impacts of climate change. By requiring regional transportation plans to take into account this additional factor, the bill would impose a state-mandated local program.This bill contains other existing laws.</p> <p>Amended: 3/11/2020</p>	<p>Failed passage in the Assembly Transportation Committee*</p>	<p>Watch</p>
<p>AB 2012 (Chu D) Free senior transit passes: eligibility for state funding.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require transit agencies to offer free senior transit passes to persons over 65 years of age in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, and the Low Carbon Transit Operations Program. The bill would require those free senior transit passes to count as full price fares for purposes of calculating the ratio of fare revenues to operating costs.</p> <p>Introduced: 1/28/2020</p>	<p>Failed passage in the Assembly Transportation Committee*</p>	<p>Watch</p>

Inactive Bills

<p><u>AB 2057</u> (Chiu D) San Francisco Bay area: public transportation.</p>	<p>(1)Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services. Existing law establishes the Transportation Agency consisting of various state agencies under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. This bill would declare the intent of the Legislature to enact subsequent legislation that would create a transportation network manager for the 9-county San Francisco Bay area to, among other things, integrate all aspects of public transit within the 9-county San Francisco Bay area and provide leadership and accountability in planning, coordinating, and financing the transportation network. The bill would establish a 19-member Bay Area Seamless Transit Task Force to recommend to the Legislature the structure, governance, and funding of the transportation network manager and the organizational structure, governance, and funding for San Francisco Bay area transportation agencies, and other reforms to the San Francisco Bay area’s local, regional, and state public agencies, that should be enacted in future legislation to maximize the effectiveness of the public transit system in the San Francisco Bay area. The bill would require the Secretary of Transportation to convene the task force by April 1, 2021. The bill would require the Metropolitan Transportation Commission to provide staffing to the task force to aid it in the performance of its duties, and would require the Legislative Analyst’s Office to advise the task force in the performance of its duties. The bill would require the task force to submit a report to the Legislature on or before January 1, 2023, of its findings and recommendations and a summary of its activities. The bill would repeal these provisions on January 1, 2027. This bill would require the commission, in consultation with transit agencies, on or before January 1, 2022, (A) to create standardized discount categories and eligibility requirements for fare discount programs for seniors, students, youth, and other rider categories, and (B) to create a multimodal, multiagency pilot program to implement an accumulator pass that may be used with one regional rail agency and at least one transit agency. The bill would require the regional rail agency and the transit agency or agencies selected to participate in the pilot program to offer the accumulator pass to the public on or before July 1, 2022. The bill would require the commission to prepare a plan, on or before July 1, 2023, to deploy the Clipper card payment system on passenger trains operated on the Capitol Corridor and on passenger trains operated by the Altamont Corridor Express. The bill would require the commission, in the next upgrade to the Clipper card payment system, to enable customers to pay for paratransit, parking at transit stations, and employer and educational institution transit discount programs. This bill contains other related provisions and other existing laws.</p> <p>Amended: 5/4/2020</p>	<p>Failed passage in the Assembly Transportation Committee*</p>	<p>Watch</p>
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Inactive Bills

<p><u>AB 2176</u> (Holden D)</p> <p>Free student transit passes: eligibility for state funding.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require transit agencies to offer free student transit passes to persons attending the California Community Colleges, the California State University, or the University of California in order to be eligible for state funding under the Mills-Alquist-Deddeh Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free student transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/11/2020</p>	<p>Failed passage in the Assembly Transportation Committee*</p>	<p>Watch</p>
<p><u>AB 2237</u> (Berman D)</p> <p>San Francisco Bay area county transportation authorities: contracting.</p>	<p>The Bay Area County Traffic and Transportation Funding Act authorizes each of the 9 counties in the San Francisco Bay area to impose a 1/2 of 1% or 1% sales tax for transportation purposes, subject to voter approval. Existing law provides for the establishment of a county transportation authority in each county imposing a sales tax under these provisions, requires the development of a county transportation expenditure plan, and specifies the powers and duties of a county board of supervisors and the county transportation authority in this regard. Existing law requires each county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$75,000 to the lowest responsible bidder after competitive bidding, except in an emergency declared by the vote of 2/3 of the voting membership of the county transportation authority. This bill would require each county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$150,000, rather than \$75,000, either to the lowest responsible bidder or to the responsible bidder whose proposal provides the best value, as defined, on the basis of the factors identified in the solicitation, except in a declared emergency, as specified. The bill would specify that the requirement does not apply to construction contracts.</p> <p>Amended: 5/4/2020</p>	<p>Failed passage in the Assembly Transportation Committee*</p>	<p>Watch</p>

Inactive Bills

<p>AB 2249 (Mathis R)</p> <p>High-speed rail: legislative oversight.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority, on or before March 1, 2017, and every 2 years thereafter, to provide a project update report, approved by the Secretary of Transportation as consistent with specified criteria, to the budget committees and the appropriate policy committees of both houses of the Legislature, on the development and implementation of intercity high-speed train service, as provided. This bill would create the Joint Legislative Committee on High-Speed Rail Oversight consisting of 3 Members of the Senate and 3 Members of the Assembly and would require the committee to ascertain facts, review documents, and take action thereon, and make recommendations to the Legislature concerning the state's programs, policies, and investments related to high-speed rail, as specified. The bill would require the authority and any entity contracting with the authority to give and furnish to the committee upon request information, records, and documents as the committee deems necessary and proper to achieve its purposes. The bill would require the authority to submit to the committee on a monthly basis certain information relating to the authority's ongoing operations in the development and implementation of intercity high-speed train service, as provided. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/13/2020</p>	<p>Failed passage in the Assembly Transportation Committee*</p>	<p>Watch</p>
<p>AB 2943 (Ting D)</p> <p>Surplus property: disposal.</p>	<p>Existing law prescribes requirements for the disposal of surplus land, as defined, by a local agency, as defined. Existing law requires land to be declared surplus land or exempt surplus land, as supported by written findings, before a local agency takes any action to dispose of it consistent with the agency's policies or procedures. This bill would provide that the provisions regulating the disposal of surplus land shall not be construed to require a local agency to dispose of land that is determined to be surplus.</p> <p>Introduced: 2/21/2020</p>	<p>Failed passage in the Assembly Local Government Committee*</p>	<p>Watch</p>
<p>AB 2987 (Flora R)</p> <p>Local agency public contracts: bidding procedures.</p>	<p>The Uniform Public Construction Cost Accounting Act authorizes a public agency to elect to become subject to uniform construction cost accounting procedures. The act authorizes bidding procedures for public projects, as specified. Those bidding procedures include procedures for the publication or posting and electronic transmission of notice inviting formal bids. This bill would authorize a public agency, as an alternative to the publication or posting requirement, to meet the notice inviting formal bids requirement by transmitting notice electronically, as specified, and publishing the notice electronically in a prescribed manner on the public agency's internet website at least 14 calendar days before the date of opening the bids. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/21/2020</p>	<p>Failed passage in the Assembly Local Government Committee*</p>	<p>Watch</p>

Inactive Bills

<p><u>AB 3116</u> (<u>Irwin</u> D) Mobility devices: personal information.</p>	<p>Existing law, the California Consumer Privacy Act of 2018, grants a consumer various rights with respect to personal information, as defined, that is collected or sold by a business, as defined, including the right to opt out of the sale of a consumer’s personal information. This bill would authorize a public agency, defined as a state or local public entity that issues a permit to an operator for mobility services or that otherwise regulates an operator, to require an operator to periodically submit to the public agency anonymized trip data and the operator’s mobility devices operating in the geographic area under the public agency’s jurisdiction and provide specified notice of that requirement to the operator. The bill would authorize a public agency to share anonymized trip data with a contractor, agent, or other public agency only if specified conditions are met, including that the purpose of the sharing is to assist the public agency in the promotion and protection of transportation planning, integration of mobility options, and road safety. The bill would prohibit a public agency from sharing trip data with a contractor or agent. This bill contains other existing laws.</p> <p>Amended: 5/12/2020</p>	<p>Assembly Dead – Held in Appropriations Committee</p>	<p>Watch</p>
<p><u>AB 3128</u> (<u>Burke</u> D) Electricity: deenergization events: fuel cells.</p>	<p>Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Existing law requires each electrical corporation to annually prepare a wildfire mitigation plan and to submit its plan to the commission for review and approval, as specified. Existing law requires the wildfire mitigation plan to include, among other things, protocols for disabling reclosers and deenergizing portions of the electrical distribution system, also known as public safety power shutoffs, that consider the associated impacts on public safety. This bill would provide that it is the intent of the Legislature to enact legislation that would incentivize the use of fuel cells to address reliability issues associated with public safety power shutoffs.</p> <p>Introduced: 2/21/2020</p>	<p>Failed passage in the Assembly Natural Resources Committee*</p>	<p>Watch</p>
<p><u>AB 3213</u> (<u>Rivas,</u> <u>Luz</u> D) High-Speed Rail Authority: high-speed rail service: priorities.</p>	<p>Existing law establishes the High-Speed Rail Authority within the state government with various powers and duties related to developing and implementing high-speed passenger rail service. Existing law requires the authority to direct the development and implementation of intercity high-speed rail service that is fully integrated with specified forms of transit. This bill would require the authority, in directing the development and implementation of intercity high-speed rail service, to prioritize projects based on specified criteria.</p> <p>Introduced: 2/21/2020</p>	<p>Assembly Dead – Failed Fiscal Committee Deadline</p>	<p>Watch</p>
<p><u>HR 97</u> (<u>Frazier</u> D) Relative to high-speed rail.</p>	<p>Chapered: 6/11/2020</p>	<p>Assembly Adopted</p>	<p>Watch</p>

Inactive Bills

<p>SB 43 (Allen D) Carbon intensity and pricing: retail products.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill would require the state board, no later than January 1, 2022, to submit a report to the Legislature on the findings from a study, as specified, to determine the feasibility and practicality of assessing the carbon intensity of all retail products subject to the tax imposed pursuant to the Sales and Use Tax Law, so that the total carbon equivalent emissions associated with such retail products can be quantified. This bill contains other existing laws.</p> <p>Amended: 7/1/2019</p>	<p>Failed passage in the Assembly Revenue and Taxation Committee*</p>	<p>Watch</p>
<p>SB 50 (Wiener D) Planning and zoning: housing development: streamlined approval: incentives.</p>	<p>(1) Existing law authorizes a development proponent to submit an application for a multifamily housing development that satisfies specified planning objective standards to be subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit. This bill would authorize a development proponent of a neighborhood multifamily project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a “neighborhood multifamily project” to mean a project to construct a multifamily structure on vacant land, or to convert an existing structure that does not require substantial exterior alteration into a multifamily structure, consisting of up to 4 residential dwelling units and that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019. The bill would also define “eligible parcel” to mean a parcel that meets specified requirements, including requirements relating to the location of the parcel and restricting the demolition of certain housing development that may already exist on the site. This bill contains other related provisions and other existing laws.</p> <p>Amended: 1/6/2020</p>	<p>Failed passage on the Senate Floor</p>	<p>Watch</p>
<p>SB 147 (Beall D) High-Speed Rail Authority.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law authorizes the authority, among other things, to keep the public informed of its activities. This bill would revise that provision to instead authorize the authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority’s internet website.</p> <p>Introduced: 1/18/2019</p>	<p>Failed passage in the Assembly Transportation Committee*</p>	<p>Watch</p>
<p>SB 278 (Beall D) Metropolitan Transportation Commission.</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a local area planning agency to provide comprehensive regional transportation planning for the region comprised of the 9 San Francisco Bay area counties. The act requires the commission to continue to actively, on behalf of the entire region, seek to assist in the development of adequate funding sources to develop, construct, and support transportation projects that it determines are essential. This bill would also require the commission to determine that those transportation projects are a priority for the region. This bill contains other related provisions and other existing laws.</p> <p>Amended: 3/28/2019</p>	<p>Failed passage in the Assembly Transportation Committee*</p>	<p>Watch</p>

*This bill is not moving forward due to limitations in place on bills under consideration due to COVID-19.

Caltrain As of July 15, 2020 Federal Transportation Report

Status of COVID-19 Relief Package

There is a growing recognition across party lines that Congress will need to continue to provide funding to continue to prop up the American economy during the coronavirus recession.

Senate Majority Leader Mitch McConnell (R-KY) will introduce the Senate's draft of the next proposed coronavirus-related relief package the week of July 20 when Senators return from recess. He provided the following parameters for the legislation: must include "liability protections for everyone"; and emphasis in the rest of the bill will be on "kids and jobs and health care".

Senate Republicans and Democrats remain far apart on what provisions need to be in the next package, which would be the fifth since the pandemic began in March. Other outstanding issues include state and local government funding, unemployment benefits, and the potential for another round of direct payments to individuals.

FY 2021 Appropriations Update

Congress needs to pass a dozen of spending bills for fiscal year (FY) 2021 before the current fiscal year, FY 2020, ends on September 30. The House and Senate's consideration of these bills has been delayed as coronavirus has consumed the legislative agenda and complicated committee work on Capitol Hill as many members and staff have been and will continue to work remotely. Congress will most likely have to pass continuing resolution (CR) to continue to fund federal agencies through the Election Day, November 3.

All 12 House Appropriations Subcommittees have passed the FY 2021 appropriations bills, and the House Appropriations Committee will pass the 12 FY 2021 appropriations bills the week of July 13. Senate appropriators have not released any of their bills as Republicans and Democrats disagree over whether it is appropriate to offer amendments on coronavirus aid and police violence.

On July 14, the House Appropriations Committee passed the FY 2021 Transportation, Housing and Urban Development, and Related Agencies (THUD) bill by a vote of 30 to 22. The House will begin consideration of the first FY 2021 minibus (State-Foreign Operations, Agriculture-FDA, Interior-Environment, and Military Construction Appropriations bills) the week of July 20. THUD will be part of the second minibus that the House will consider the week of July 27. Details on the House THUD Appropriations bill is below.

- \$1 billion for the BUILD grant program
 - Requires DOT to provide 60% of grants to urban areas and 40% to rural areas.

- \$20 million for planning grants “with an emphasis on transit, transit oriented development, and multimodal projects”.
- \$20 million for planning grants in areas of persistent poverty.
- \$61 billion for highways, plus \$1 billion from the general fund for highway infrastructure programs
 - \$632 million of the additional \$1 billion would be distributed to states via formula under the Surface Transportation Block Grant Program.
- \$15.9 billion for FTA transit formula grants, plus \$510 million from the general fund for transit infrastructure grants
- \$2.2 billion for FTA’s Capital Investment Grants program, including \$525 million for Core Capacity

The appropriations bill also includes an additional \$26 billion to “strengthen and make more resilient our nation’s aging infrastructure” in response to the COVID-19 pandemic, including:

- \$3 billion for BUILD grants
- \$2.5 billion for discretionary airport grants
- \$5 billion for CRISI grants
- \$8 billion for Amtrak, including \$5 billion for the Northeast Corridor and \$3 billion for the National Network
- \$5 billion for the CIG program

House Passes \$494 Billion Surface Transportation Authorization Bill

On June 18, the House Transportation and Infrastructure Committee approved its \$494 billion surface transportation bill, the INVEST in America Act ([H.R. 2](#)), by voice vote, following a two-day markup. The House passed the bill, as part of its \$1.5 trillion infrastructure bill, the Moving Forward Act, by a vote of 233-188. House Republicans were not included in the bill writing process, and did not support the INVEST Act or the Moving Forward Act.

Neither the House or Senate have identified a way to pay for surface transportation authorization bill. The current authorization bill, the FAST Act, expires on September 30; therefore, Congress will pass an extension of the FAST Act to continue current funding levels for transportation programs.

The bill provides a total of \$494 billion over five years—FY 2021 to FY 2025:

- \$411 billion from the Highway Trust Fund
- \$83 billion is authorized for appropriations from the Treasury’s general fund (i.e. the funding will have to be provided through the annual Transportation Appropriations bills)

The bill includes the following funding levels for each of the transportation modes:

- \$319 billion for the federal-aid highway program under the Federal Highway Administration (FHWA)—27% increase over FAST Act
- \$105 billion for transit programs under the Federal Transit Administration (FTA)—54% increase over FAST Act

- \$4.6 billion for highway safety programs under the National Highway Traffic Safety Administration (NHTSA)
- \$5.3 billion for motor carrier safety programs under the Federal Motor Carrier Safety Administration (FMCSA)
- \$60 billion for passenger rail programs under the Federal Railroad Administration (FRA)

Grant Opportunities

- **Federal-State Partnership for the State of Good Repair**: \$291 million available. Applications due July 27.
- **Work Zone Data Exchange Demonstration**: \$2.4 million available. Applications due August 3.
- **Advanced Transportation and Congestion Management Technologies Deployment Initiative**: \$12 million available. Applications due August 3.