



BOARD OF DIRECTORS 2021

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AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

Work Program – Legislative – Planning (WPLP) Committee Meeting

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

Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to the [Governor's Executive Orders N-25-20 and N-29-20](#).

Directors, staff and the public may participate remotely via Zoom at

<https://zoom.us/j/99768901849?pwd=VmVSSEJFZlZHYNzhIR212RURzODNndz09> or by entering Webinar ID: **997 6890 1849**, Passcode: **609602**, in the Zoom app for audio/visual capability or by calling 1-669-900-6833 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <http://www.caltrain.com/about/bod/video.html>

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

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

April 28, 2021 – Wednesday

3:00 pm

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

3. Public Comment on Items not on the Agenda

Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.

- | | |
|---|---------------|
| 4. Approve Meeting Minutes of March 24, 2021 | MOTION |
| 5. State and Federal Legislative Update | INFORMATIONAL |
| 6. Authorize Execution of Exclusive Negotiating Agreement with South City Ventures LLC for Certain South San Francisco Caltrain Station Property on Dubuque Avenue in South San Francisco, California | MOTION |
| 7. Approve 10-year lease with Prometheus Real Estate Group at the San Carlos Caltrain Station | MOTION |
| 8. Post COVID Business Strategy – Scenario Planning | INFORMATIONAL |
| 9. Update on Fiscal Year 2022 Shuttle Program Funding and Services | INFORMATIONAL |
| 10. Committee Member Requests | |
| 11. Date/Time of Next Regular WPLP Committee Meeting: Wednesday, May 26, 2021 at 3:00 pm via Zoom | |
| 12. Adjourn | |

INFORMATION FOR THE PUBLIC

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

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

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

Date and Time of Board and Committee Meetings

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

Location of Meeting

Due to COVID-19, the meeting will only be via teleconference as per the information provided at the top of the agenda. The Public may not attend this meeting in person.

*Should Zoom not be operational, please check online at http://www.caltrain.com/about/bod/Board_of_Directors_Meeting_Calendar.html for any updates or further instruction.

Public Comment*

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

Accessible Public Meetings/Translation

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

Availability of Public Records

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

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

DRAFT MINUTES OF MARCH 24, 2021

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

MEMBERS ABSENT: None.

STAFF PRESENT: J. Hartnett, J. Cassman, S. van Hoften, S. Petty, M. Bouchard, D. Hansel, R. Rios, B. Tietjen, H. Beckford, A. Simmons, D. Seamans, S. Wong

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Charles Stone called the subcommittee meeting to order at 3:02 p.m. and led the Pledge of Allegiance.

2. ROLL CALL

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

3. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Roland Lebrun, San Jose, commented on having a chief engineer, electrification-engineering standards, plans needing a mechanical engineer, and current plans excluding high-speed trains and level boarding.

Adrian Brandt, San Mateo County, commented on discounting monthly passes, supporting ridership recovery, thinking about offering different fare products for people working from home, limits of one percent grade standards, engineering standards, and grade separations.

Jeff Carter, Millbrae, commented on exploring new fare products, including a seven-day pass, and getting rid of fare zones.

4. APPROVE MEETING MINUTES OF FEBRUARY 24, 2021

Motion/Second: Chavez/Heminger

Ayes: Chavez, Heminger, Stone

Noes: None

Absent: None

5. STATE AND FEDERAL LEGISLATIVE UPDATE AND APPROVALS OF LEGISLATIVE PROPOSALS: SUPPORT SB 339 (WIENER)

Brent Tietjen, Government and Community Affairs Officer, reported a third COVID relief package signed into law including \$5 billion for Bay Area Transit agencies and an increase in electrification funds. Staff recommended support for Senate Bill (SB) 339,

which would extend a pilot program that studies alternatives to the gas tax through 2027.

Public comment

Roland Lebrun, San Jose, commented the on inequity of fund distribution with the Valley Transportation Authority receiving another \$39 million for tranche two, and the use of funds for building and rebuilding.

Drew, San Mateo, commented on using funds allocated for the electrification project, \$50 million, to purchase additional electrical cars.

Motion/Second: Heminger/Chavez

Ayes: Chavez, Heminger, Stone

Noes: None

Absent: None

6. UPDATE ON SOUTH SAN FRANCISCO PROJECT

Michelle Bouchard, Acting Executive Director, noted that this would be coming back for additional funding and authorization. She stated that this project provides critical safety and benefits for the railroad by replacing the existing station and providing a tunnel and protected crossing. Ms. Bouchard provided an update on project schedule, budget history, current risks, and next steps. She noted that they are pushing for a July to September completion date and the need to get assurances through the third party assessment.

Public comment

Roland Lebrun, San Jose, commented on using two current overpasses to connect the overhead to the platform. He commented on current passing tracks being replaced by a platform that cannot support a fast passing train, what would be needed for level boarding and increasing expenses. Mr. Lebrun commented on the removal of 4,700 feet of Union Pacific storage yard.

Jeff Carter, Millbrae, commented on security concerns with tunnels. He questioned why the fiber optic trench was not part of the Southern Pacific purchase at that time.

The Board members had a discussion and staff provided further clarification in response to the Board comments and questions regarding fiber optics with Southern Pacific and moving the Union Pacific track south to Newhall Street.

7. MAJOR TERMINAL PLANNING EFFORTS

Anthony Simmons, System Wide Planning and Policy Director, provided an update of major terminal work along the corridor (San Jose, Redwood City, and San Francisco). He spoke on the Diridon Station Area Plan, JPB property entitlement, Redwood City grade separations, future rail-oriented analysis, San Francisco Downtown Extension (DTX) and Pennsylvania Avenue Extension (PAX).

Public comment

Vaughn Wolffe, Pleasanton, inquired whether the planning for Redwood City included in-lining of service from East Bay (ACE and Capital Corridor). He commented on the Dumbarton Bridge, the Capital Corridor, and spoke in favor of integrating a modern rail system in a mega-region, 80 to 90 miles out from what may be considered the center.

Adrian Brandt, San Mateo County, commented on the one percent grade separation standard providing less alternatives and increasing costs with the Redwood City station as an example. He lauded the elevated station design and commented on level crossing removals and expressed concern on a conflict of interest for one of the partners of the Dumbarton Rail Study.

Roland Lebrun, San Jose, commented hiring senior executive management, South San Francisco work, the lack of interconnection at Diridon, Redwood City passing tracks and level boarding platform, pushing the station north and completely ignoring two miles of tracks that could be high-speed rail station. He commented on design lacking connection to the East Bay, and Link21.

Jeff Carter, Millbrae, commented on needing a four-track design to allow the most versatile train operation, Prologis plans for the Fourth and Townsend railyard, and the costs for the Pennsylvania detour.

Drew, San Mateo, commented on the Redwood City junction zoning and equity issues with moving the station north.

The Board members had a discussion and staff provided further clarification in response to the Board comments and questions regarding budget and schedule information, who owns the Diridon Station, housing development versus commercial development, JPB property entitlement, the footprint of JPB ownership, high speed rail options, deferral options for DTX, deferral of pedestrian connection to BART, prioritizing funding, and how decisions are being made.

8. COMMITTEE MEMBER REQUESTS

Director Heminger requested scope, schedule, and budget information with all future project updates.

Director Chavez requested staff come back to the Board with reflection on how we negotiate collectively, without negotiating against partner agencies, and to have a framework for approach that partner agencies could buy into ahead of time.

Chair Stone echoed the request for more in depth context with future project updates and for future onboarding of new Board members on how, why and where we think we are going.

9. DATE/TIME OF NEXT REGULAR WPLP COMMITTEE MEETING: WEDNESDAY, APRIL 28, 2021 AT 3:00 PM VIA ZOOM

10. ADJOURN

The meeting adjourned at 4:41 p.m.

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: JPB Work Program-Legislative - Planning Committee

THROUGH: Michelle Bouchard
Acting Executive Director

FROM: Rona Rios
Chief Communications Officer, Acting

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

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

ACTION

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) receives the attached memos. Staff will provide regular updates to the Board in accordance with Legislative Program.

SIGNIFICANCE

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

Prepared By: Brent Tietjen, Government and Community
Relations Officer

650-508-6495



April 9, 2021

TO: Caltrain Board of Directors

FM: Joshua W. Shaw, Matt Robinson & Michael Pimentel, Shaw Yoder Antwih Schmelzer & Lange
Mike Robson & Bridget McGowan, Edelstein Gilbert Robson & Smith LLC

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

General Update

The Legislature returned from the one-week spring recess on April 5. Policy hearings began in March and are now beginning to ramp up. The Legislature has until April 30 to hear and refer bills to the fiscal committee of their first house. For non-fiscal bills - bills that do not need to be heard in the Appropriations Committee because they do not incur costs to the state - the Legislature has until May 7 to hear them in policy committee before sending the bills to the floor for consideration. Like last session, it is anticipated that Committee Chairs will limit the number of bills they will hear in Committee this year.

Climate Action Plan for Transportation Infrastructure (CAPTI)

On March 10, 2021, the California State Transportation Agency (CalSTA) released its draft [Climate Action Plan for Transportation Infrastructure](#) document. The plan outlines potential recommendations California can implement to invest transportation funds to better mitigate climate change, as well as support public health, safety and equity. CAPTI builds on Executive Orders [N-19-19](#) and [N-79-20](#), which were signed by Governor Gavin Newsom in 2019 and 2020 and aimed at reducing greenhouse gas (GHG) emissions in transportation, which account for more than 40 percent of all emissions in California. CalSTA developed the draft CAPTI document after input from various state agencies and stakeholder groups. The draft document is available for public comment until May 19, 2021 and CalSTA expects to adopt a final version in mid-July. In the meantime, the state will be hosting a series of workshops on the document later this month. More information on those can be found [here](#). District staff is participating in the California Transit Association's CAPTI working group helping to develop formal comments on the document.

Bills of Interest

AB 629 (Chiu) Seamless Bay Area. This bill was amended with substantive language on March 22. As currently drafted, this bill would require MTC to consult with transit agencies, local jurisdictions, county transportation agencies, and the public to establish and maintain a transit priority network for the San Francisco Bay area that designates corridors that can best support transit service. This bill would require MTC to submit a copy of *the Fare Coordination and Integration Study and Business Case* to the Legislature by February 1, 2022, as well as a follow up report on the progress of implementing the

recommendations in the study by January 1, 2023. The bill would require MTC to create a pilot program for an “accumulator pass” among operators providing service in at least three adjacent counties by July 1, 2023. This bill would require MTC in consultation with transit agencies to develop a standardized regional transit mapping and wayfinding system and to develop an implementation and maintenance strategy and funding plan for deployment of the system by July 1, 2024 and for each transit agency to use the system by July 1, 2025. The bill would require a transit operator in the Bay area to use open data standards to make available all routes, schedules, and fares in a specified data format and to track actual transmission of real-time information by transit vehicles and report that information to the commission to ensure that schedule predictions are available. The bill would require the commission to coordinate these activities and to develop an implementation and funding plan for deployment of real-time information. Finally, this bill would require MTC, Caltrans, and the operators of managed lanes in the Bay Area to take specified steps to ensure the regional managed lanes network supports seamless operation of high-capacity transit.

Grants

In late-2020, the California Transportation Commission [awarded grants](#) for three SB 1 programs – the [Solutions for Congested Corridors Program](#) (SCCP), [Local Partnership Program](#) (LPP), and the [Trade Corridor Enhancement Program](#) (TCEP). In total, approximately \$2 billion was awarded for 56 new projects throughout the state to reduce traffic, improve goods movement, increase transit service, expand California’s managed lanes network, and invest in bicycle and pedestrian improvements. According to the CTC, the funded projects would create more than 100,000 jobs over the next several years. However, the CTC will solicit applications for the next round of funding in the fall of 2021. Additionally, we expect the [Transit and Intercity Rail Capital Program](#) (TIRCP) to follow a similar schedule. We will provide more information as it becomes available.

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 4/8/2021

ACTIVE BILLS			
Bill Number (Author)	Summary	Location	Position
AB 5 (Fong R) Greenhouse Gas Reduction Fund: High-Speed Rail Authority: K-12 education: transfer.	<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 act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2023-24 and 2024-25 fiscal years and would require the transfer of those amounts from moneys collected by the state board to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation, to augment funding for K-12 education and to support full-time in-person instruction for all students.</p> <p>Amended: 3/17/2021</p>	Assembly Transportation	Watch
AB 339 (Lee D) State and local government: open meetings.	<p>Existing law requires all meetings, as defined, of a house of the Legislature or a committee thereof to be open and public, and requires all persons to be permitted to attend the meetings, except as specified. This bill would require all meetings, including gatherings using teleconference technology, to include an opportunity for all persons to attend via a call-in option or an internet-based service option that provides closed captioning services and requires both a call-in and an internet-based service option to be provided to the public. The bill would require all meetings to provide the public with an opportunity to comment on proposed legislation, as provided, and requires translation services to be provided for the 10 most-spoken languages, other than English, in California, and would require those persons commenting in a language other than English to have double the amount of time as those giving a comment in English, if time restrictions on public comment are utilized, except as specified. The bill would require instructions on how to attend the meeting to be posted at the time notice of the meeting is publicized, as specified. This bill contains other related provisions and other existing laws.</p>	Assembly Print	Watch

Bill Number (Author)	Summary	Location	Position
	Introduced: 1/28/2021		
<p>AB 361 (Rivas, Robert D)</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>Existing law, the Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to directly address the legislative body on any item of interest to the public. The act generally requires all regular and special meetings of the legislative body be held within the boundaries of the territory over which the local agency exercises jurisdiction, subject to certain exceptions. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. The act authorizes the district attorney or any interested person, subject to certain provisions, to commence an action by mandamus or injunction for the purpose of obtaining a judicial determination that specified actions taken by a legislative body are null and void. This bill would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting for the purpose of declaring or ratifying a local emergency, during a declared state of emergency or local emergency, as those terms are defined, when state or local health officials have imposed or recommended measures to promote social distancing, and during a declared local emergency provided the legislative body makes certain determinations by majority vote. The bill would require legislative bodies that hold teleconferenced meetings under these abbreviated teleconferencing procedures to give notice of the meeting and post agendas, as described, to allow members of the public to access the meeting and address the legislative body, to give notice of the means by which members of the public may access the meeting and offer public comment, including an opportunity for all persons to attend via a call-in option or an internet-based service option, and to conduct the meeting in a manner that protects the statutory and constitutional rights of the parties and the public appearing before the legislative body. The bill would require the legislative body to take no further action on agenda items when there is a disruption which prevents the</p>	<p>Assembly Local Government</p>	<p>Watch</p>

Bill Number (Author)	Summary	Location	Position
	<p>public agency from broadcasting the meeting, or in the event of a disruption within the local agency's control which prevents members of the public from submitting public comments, until public access is restored. The bill would specify that actions taken during the disruption are subject to challenge proceedings, as specified. The bill would prohibit the legislative body from requiring public comments to be submitted in advance of the meeting and would specify that the legislative body must provide an opportunity for the public to address the legislative body and offer comment in real time. When there is a continuing state of emergency, local emergency, or when state or local officials have imposed or recommended measures to promote social distancing, the bill would require a legislative body to make specified findings not later than 30 days after the first teleconferenced meeting pursuant to these provisions, and to make those findings every 30 days thereafter, in order to continue to meet under these abbreviated teleconferencing procedures. This bill contains other related provisions and other existing laws.</p> <p>Amended: 4/6/2021</p>		
<p>AB 629 (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. This bill would require the commission on or before February 1, 2022, to submit a copy of a specified transit fare study undertaken by the commission to certain committees of the Legislature. The bill would require the commission to submit a report on or before January 1, 2023, to those entities on the progress of implementing the recommendations of that study. This bill contains other related provisions and other existing laws.</p> <p>Amended: 3/22/2021</p>	<p>Assembly Transportation 4/26/2021 2:30 p.m. - State Capitol, Assembly Chamber ASSEMBLY TRANSPORTATION, FRIEDMAN, Chair</p>	<p>Watch</p>
<p>AB 703 (Rubio, Blanca D) Open meetings: local agencies: teleconferences.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local</p>	<p>Assembly Local Government</p>	<p>Watch</p>

Bill Number (Author)	Summary	Location	Position
	<p>agency’s jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would remove the requirements of the act particular to teleconferencing and allow for teleconferencing subject to existing provisions regarding the posting of notice of an agenda and the ability of the public to observe the meeting and provide public comment. The bill would require that, in each instance in which notice of the time of the teleconferenced meeting is otherwise given or the agenda for the meeting is otherwise posted, the local agency also give notice of the means by which members of the public may observe the meeting and offer public comment and that the legislative body have and implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with the federal Americans with Disabilities Act, as provided. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/16/2021</p>		
<p>AB 823 (Gray D) High-Speed Rail Authority: trains powered by fossil fuel combustion engines.</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 high-speed rail system to be designed to use electric trains. Existing law authorizes the authority, upon receiving legislative or voter approval, to enter into contracts with private or public entities for the design, construction, and operation of high-speed trains. This bill would prohibit the authority from directly or indirectly using local, state, federal, or any other public or private funding to purchase, lease, operate, or maintain a passenger or freight train powered by a diesel engine or other type of fossil fuel combustion engine, and from enabling such a train to operate on authority-owned rail infrastructure designed for speeds in excess of 125 miles per hour, except as specified.</p> <p>Introduced: 2/16/2021</p>	Assembly Transportation	Watch
<p>AB 1116 (Friedman D) High-Speed Rail Authority: oversight: Legislative Analyst’s Office.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties related to the development and implementation of a high-speed train system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related rail purposes. This bill would require the Legislative Analyst’s Office, for the purpose of reviewing the planning, financing, expenditures, and other elements of the statewide high-speed rail system, to review any materials submitted to the authority and documents the authority requests from contractors, consultants, or external parties, as specified, and to provide recommendations to the policy and budget committees of the Legislature regarding the statewide high-speed rail system and the development of shared mobility systems statewide. The bill would require the authority, and any</p>	Assembly Transportation	Watch

Bill Number (Author)	Summary	Location	Position
	<p>entity contracting with the authority, to provide to the Legislative Analyst’s Office any information that it requests and to permit representatives of the Legislative Analyst’s Office to attend the authority’s internal meetings. The bill would repeal these requirements on January 1, 2031.</p> <p>Introduced: 2/18/2021</p>		
<p>AB 1157 (Lee D)</p> <p>Controller: transportation funds: distribution and reporting requirements.</p>	<p>Existing law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year. This bill contains other related provisions and other existing laws.</p> <p>Amended: 3/15/2021</p>	<p>Assembly Appropriations</p>	<p>Watch</p>
<p>AB 1235 (Patterson 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 High-Speed Rail Oversight Committee consisting of 3 Members of the Senate and 3 Members of the Assembly to provide ongoing and independent oversight of the high-speed rail project by performing specified duties, and would require the committee to make recommendations to the appropriate standing policy and budget committees of both houses of the Legislature to guide decisions concerning the state’s programs, policies, and investments related to high-speed rail. The bill would require the authority to provide the committee with certain documents and information within prescribed timelines, and would require the authority to permit the chairperson of the committee, or the chairperson’s designee, to attend meetings of any internal governance committees related to project oversight, as provided.</p> <p>Introduced: 2/19/2021</p>	<p>Assembly Transportation</p>	<p>Watch</p>
<p>ACA 1 (Aguiar-Curry D)</p> <p>Local government</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,</p>	<p>Assembly Print</p>	<p>Supported February 2021</p>

Bill Number (Author)	Summary	Location	Position
financing: affordable housing and public infrastructure: voter approval.	<p>reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 12/7/2020</p>		
<p>SB 44 (Allen D)</p> <p>California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill contains other existing laws.</p> <p>Amended: 4/5/2021</p>	<p>Senate Judiciary</p> <p>4/13/2021 1:30 p.m. - Senate Chamber SENATE JUDICIARY, UMBERG, Chair</p>	<p>Supported February 2021</p>

Bill Number (Author)	Summary	Location	Position
<p>SB 339 (Wiener D)</p> <p>Vehicles: road usage charge pilot program.</p>	<p>Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until January 1, 2027. The bill would require the Transportation Agency, in consultation with the California Transportation Commission, to implement a pilot program to identify and evaluate issues related to the collection of revenue for a road charge program, as specified. The bill would require the RUC Technical Advisory Committee to make recommendations to the Transportation Agency on the design of the pilot program, including the group of vehicles to participate. The bill would require that if a group of vehicles other than state-owned vehicles is selected, that participation in the program be voluntary. The bill would require the Transportation Agency to convene a state agency work group, as specified, to implement the pilot program and to design a process for collecting road charge revenue from vehicles. The bill would require that participants in the program be charged a mileage-based fee, as specified, and receive a credit or a refund for fuel taxes or electric vehicle fees, as specified. The bill would require that the pilot program not affect funding levels for a program or purpose supported by state fuel tax and electric vehicle fee revenues. The bill would require the Transportation Agency to submit reports to the Legislature, as specified.</p> <p>Amended: 4/5/2021</p>	<p>Senate Transportation</p> <p>4/13/2021 9 a.m. - Senate Chambers SENATE TRANSPORTATION, GONZALEZ, LENA, Chair</p>	<p>Supported April 2021</p>
<p>SB 771 (Becker D)</p> <p>Sales and Use Tax Law: zero emissions vehicle exemption.</p>	<p>Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, on or after January 1, 2022, would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, an electric or a hybrid electric vehicle for which the final listing price is not greater than \$25,000. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/19/2021</p>	<p>Senate Gov. & F.</p>	<p>Watch</p>

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Caltrain As of April 5, 2021 Transportation Report

President Biden Unveils American Jobs Plan

- On March 31, President Joe Biden introduced the [American Jobs Plan of 2021](#), requesting \$2 trillion over eight years to modernize the nation's infrastructure and create 19 million jobs
- This infrastructure includes roads, bridges and ports, but also addresses broadband access, resiliency, the climate crisis, waterways and housing. To pay for the plan, the president suggests a corporate tax hike over 15 years, among other modifications to the tax code.
- The pay-for President Biden's plan comes in the form of a \$2 trillion tax increase on corporations. Administrations officials settled on a proposed tax rate hike, from 21% to 27%, in order to fund the American Jobs Plan. The White House expects that taxing corporations at a new, higher level will sustain funding for its projects over the course of 15 years.
 - The Biden Administration, specifically Chief of Staff, Ron Klain, has encouraged those who oppose a corporate tax rate increase to propose their own form of payment strategy.
- The American Jobs Plan is the first of a two-part package. The second package, the American Families Plan, is expected to be released in the next few weeks.
- Currently, no Republicans are on board to support the plan, claiming the price tag is too high and the definition of infrastructure is too broad. Senator Joe Manchin (D-WV) also opposes the plan's current 28% corporate tax rate, offering support only to a proposal with a 25% or lower corporate tax rate.
- In addition, funding details are limited. Last week, Transportation Secretary Buttigieg ruled out plans to increase federal gas tax or charge a drivers fee based on miles driven in order to pay for the plan, stating that the American public “will be hearing a lot more details in the coming days about how we envision to be able to fund this.”
- The plan includes \$621 billion for transportation in addition to another surface transportation bill that would be funded at the same or higher than the FAST Act (which is set to expire in September). The plan calls for:

- \$115 billion in repairing bridges, highways, and roads
- \$20 billion on road safety
- \$80 billion to improve the rail network—including modernizing the Northeast Corridor and addressing Amtrak’s repair backlog
- \$175 billion to give point of sale rebates and tax incentives to EV consumers and to create grant and incentive programs for state and local government and the private sector. Will also create a new Clean Buses for Kids program that will electrify ,at minimum, 20% of the school bus fleet
- \$25 billion in airport improvements
- \$17 billion in land ports and inland waterways
- Biden’s proposal also includes an equity program, which would create a \$20 billion program to address discrimination in transportation construction. This program will seek to “reconnect neighborhoods cut off by historic investments and ensure new projects increase opportunity, advance racial equity and racial justice, and promote affordable access.”
- Senate Majority Leader Schumer has been [exploring](#) different outlets to pass both steps in Biden's two-part plan by only a simple majority. The move comes as some moderates in the party have hoped that leadership would make a more direct effort to work with Republicans to pass an infrastructure bill.
 - Aides in the Majority Leader's Office have been engaged in conversation with the Senate parliamentarian over whether or not the 2021 budget resolution provides grounds for passing a more extensive, two-part infrastructure plan.

President Biden Unveils \$1.52 Trillion Budget, Eyes Domestic Funding Boost

- On Friday, April 9, President Biden unveiled a \$1.5 trillion annual budget for fiscal year (FY) 2022, \$118 billion higher than the regular 2020 appropriations, featuring a significant 16 percent boost in nondefense spending. The \$769 billion nondefense budget, which covers federal agencies such as DOT, Health and Human Services (HHS), Justice and Education, is a \$105.7 billion increase from the current level.
- Administration officials, who say that the government has underinvested in domestic spending for years, noted that it would be roughly in line with the 30-year nondefense average of 3.3 percent of gross domestic product. If enacted, the budget would be a change from historical trends, putting more resources into nondefense programs than defense.
- In a stark reversal from four years of budget requests from President Trump, which sought to slash funding for major agencies but were routinely dismissed by Congress, the Biden administration budget request beefs up government agencies, including a 40.8 percent increase

for Education, a 27.7 percent increase for Commerce, a 23.1 percent increase for HHS and a 16 percent increase for Agriculture.

- The path ahead remains unclear. Republicans, whose votes are needed to pass appropriations bills in the Senate, have already begun raising alarms over spending levels on big-ticket items such as the most recent \$1.9 trillion COVID-19 relief bill and Biden’s proposed \$2.3 trillion infrastructure bill, which is separate from the annual spending proposed in Friday’s request.

Agency/Program	Request	Vs. FY 2021
Agriculture	\$27.8 Billion	+ \$3.8 Billion
Commerce	\$11.4 Billion	+ \$2.5 Billion
Defense	\$715 Billion	+ \$11.3 Billion
Education	\$102.8 Billion	+ \$29.8 Billion
Energy	\$46.1 Billion	+ \$4.3 Billion
Health and Human Services	\$133.7 Billion	+ \$25.1 Billion
Homeland Security	\$52.0 Billion	+ \$0.1 Billion
Housing and Urban Development	\$68.7 Billion	+ \$9.0 Billion
Interior	\$17.4 Billion	+ \$2.4 Billion
Justice	\$35.2 Billion	+ \$1.8 Billion
Labor	\$14.2 Billion	+ \$1.7 Billion
State and International Programs	\$63.5 Billion	+ \$6.8 Billion
Transportation	\$25.6 Billion	+ \$3.2 Billion
Treasury	\$14.9 Billion	+ \$1.4 Billion
Veterans Affairs	\$113.1 Billion	+ \$8.5 Billion
Corps of Engineers	\$6.8 Billion	- \$1.0 Billion
Environmental Protection Agency	\$11.2 Billion	+ \$2.0 Billion
General Services Administration	\$1.5 Billion	+ \$2.5 Billion
National Aeronautics and Space Administration	\$24.7 Billion	+ \$1.5 Billion
National Science Foundation	\$10.2 Billion	+ \$1.7 Billion
Small Business Administration	\$0.9 Billion	+ \$0.1 Billion
Social Security Administration	\$9.7 Billion	+ \$1.0 Billion

Secretary Buttigieg Announces Funding from American Rescue Plan

- On March 29, the Federal Transit Administration (FTA) [announced](#) on March 29 a total of \$30.5 billion in Federal funding from the American Rescue Plan for transit systems to offset service cuts, protect employees and strengthen the economy.
 - The San Francisco urbanized area received over \$1.25 billion.

Secretary Buttigieg Testifies in Front of House Transportation Committee

- On March 25, the House Transportation & Infrastructure Committee held a [hearing](#) entitled, “The Biden Administration's Priorities for Transportation Infrastructure.”

- Specifically, the hearing focused on President Biden’s Build Back Better initiative and Transportation Secretary Buttigieg’s vision for the department. The hearing signaled that there will be significant investments in transportation infrastructure over the next four years with specific focuses on sustainable and equitable transportation infrastructure initiatives.
- There was consensus within the Committee about the need for bipartisanship to ensure that any major infrastructure bill addresses issues facing all American communities, not just Democrat or Republican policy desires. Furthermore, there was a strong desire, on both sides of the aisle, to see taxpayer money go to critical infrastructure needs and long-term infrastructure projects that counter Chinese advances. Simply put, there was broad agreement that the American public needs and wants a better national infrastructure and as a result of a better system, individuals, American businesses, and the country’s economy as a whole would benefit.
- Lawmakers were split over how important climate consideration should be in the funding and grants process. There was some contention on the point of potential high-speed rail systems. Some viewed previous failures by the Obama and Trump Administrations as reason to not funnel money into expensive rail projects, to which Secretary Buttigieg respectfully disagreed.
- Lastly, there was a significant talk about where the funding for such an ambitious plan would come from. Secretary Buttigieg maintained that a public-private partnerships should be explored. Furthermore, appropriations from Congress, discussion of a vehicle miles traveled (VMT) tax, a national infrastructure bank, and grants would be considered to ensure that the funding for this bill exists. The Secretary stressed the importance of innovation and relying on American ingenuity to take advantage of this once-in-a-generation opportunity to rebuild American infrastructure in an equitable, forward-thinking, and resilient way.

FHWA to Provide Guidance on Charging Stations for Electric Vehicles

- On March 24, Federal Highway Administration (FHWA) acting administrator, Stephanie Pollack, said that it is time that the FHWA starts “thinking differently” stretches of land alongside and between highways. These stretches of land will potentially be used to create a national charging network as a part of President Biden’s plan.
- To rethink how this land is being utilized, FHWA will implement a process with guidance on how to and work to:
 - Broadly define what can go into existing policy to encourage charging and renewable energy;
 - create climate resilient infrastructure; and
 - work closely with FTA and FRA to make transit more accessible.

- Through all the policies FHWA does, climate and equity will be the focal point of all future projects



BOARD OF DIRECTORS 2021

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MICHELLE BOUCHARD
ACTING EXECUTIVE DIRECTOR

April 14, 2021

Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
San Carlos, CA 94070

Re: Caltrain Advocacy for Federal Investment in Corridor Projects

Dear Peninsula Corridor Joint Powers Board,

In 2019, the Peninsula Corridor Joint Powers Board adopted Caltrain's Long Range Service Vision (fact sheet attached) – the culmination of a multi-year planning process known as the Caltrain Business Plan. This ambitious Service Vision is a blueprint for growth that outlines how Caltrain will work with its partners and communities to build upon the ongoing investment in Caltrain Electrification, linking individual projects and investments into a cohesive corridor-wide program that will ultimately deliver the high-frequency blend of regional rail and statewide high speed service that our corridor, region and state need. When fully achieved in 2040, the Service Vision will provide electrified rail service from Downtown San Francisco to Gilroy, improve regional and statewide connectivity, reduce travel times, and support ridership of 180,000 Caltrain passengers every weekday – the equivalent of adding 5.5 new freeway lanes worth of capacity to US 101. The Service Vision will also deliver tremendous environmental benefits, reducing 110 metric tons of GHG emissions every day and taking nearly a million vehicle miles off of Bay Area roads.

As you are likely aware, there are a number of near-term opportunities for Caltrain and its partners to pursue federal funding that will help advance the critical transportation programs and investments needed to support the overall development of the Service Vision and the rail corridor linking San Francisco, San Mateo and Santa Clara counties. Specifically, Caltrain is actively focused on advocacy opportunities relative to the following federal efforts;

- The INVEST in America Act (Reauthorization of the Surface Transportation Bill, previously known as the FAST Act)
 - Programmatic Requests
 - Member Designated Transportation Project (Earmarks) Request (under \$5 million)

- House Appropriations Committee
 - Community Project Funding Requests (Earmarks) (under \$1 million)
- The American Jobs Plan (President Biden’s recently announced stimulus bill focused on infrastructure)
 - Monitor as Congress begins to draft text and advocate for additional funding for investments in transit and transportation

As critical Caltrain partners we want to share our advocacy efforts with you and offer our support as you work to advance the many individual projects and investments that fall within the Caltrain Service Vision. Specifically Caltrain is advocating for the following;

Grade Separations: As the owner and manager of the Peninsula Corridor, Caltrain understands that investment in grade crossing improvements and grade separations are an essential priority for the communities we serve and a critical safety improvement for the railroad. The Caltrain Business Plan identified an overall need for grade separation in the corridor of more than \$9 billion and we will soon be launching a significant study to develop a corridor wide grade separation strategy which will address policy and technical issues related to funding, prioritization and coordination, construction and delivery and community outcomes. We know that federal funding to support the design and delivery of these projects is dearly needed and we believe that advocating together with our partners for the following investments at the federal level will show the corridor wide support for these critical projects;

- INVEST in America Act (Reauthorization of the Surface Transportation Bill)
 - **Expansion of programmatic Railway-Highway Crossings Program (Section 130) funding to at least \$1 billion of federal funding annually.** This is an opportunity to significantly increase *annual programmatic* federal funding for grade separations. We strongly encourage corridor stakeholders who have an interest in grade separation to join us in advocating for this program expansion that will greatly benefit the development of grade separations in the corridor over time.
 - **Member Designated Transportation Project (Earmarks) Request for funding of Caltrain Grade Separation Design Guidelines totaling \$5 million.** This funding would support expanded technical and design work that would parallel and follow our work to advance a corridor wide grade separation strategy
 - Amend language in the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program to ensure commuter rail systems are eligible
- American Jobs Plan (Infrastructure/Stimulus Bill)
 - **Monitor and advocate for direct federal investment in grade separations along the Caltrain corridor, consistent with the significant, \$5.7 billion in planned investment identified in Plan Bay Area 2050**

We hope that our stakeholders who are interested in grade separations will join us in supporting these critical priorities. For our part, Caltrain stands ready to also provide our support to individual cities and counties who wish to directly advocate for specific grade separation projects along the corridor as these projects are each essential to our overall Service Vision.

Intermodal Stations and Rail Investments: Delivery of Caltrain's Long Range Service Vision requires the advancement of multiple intermodal station and rail improvements throughout our corridor. We are strongly supportive of our partners as they advocate for sustained federal funding that will advance the development and delivery of projects including:

- The expansion of electrified Caltrain service with modernized systems, improved stations and additional fleet and support facilities consistent with Plan Bay Area 2050
- The Downtown Extension to the Salesforce Transit Center in San Francisco
- The rebuilding of Diridon Station in San Jose
- The development of significant intermodal stations at Millbrae and Redwood City
- The introduction of the California High Speed Rail into the Bay Area in a manner that provides for the extension of electrified regional rail service between Gilroy and San Jose and supports a robust blended regional and state system from San Jose and north to San Francisco.

Near-term Investments: Finally, Caltrain is also pursuing earmark funding for a number of smaller scale, near-term investments in the corridor. These projects were chosen as they met the criteria for requests, are shovel ready and provide system-wide benefits. Depending on the member of Congress, we are submitting these requests under either the Community Project Funding Requests (Appropriations Committee) or the Member Designated Transportation Project (INVEST in America Act). These include:

- Crossing Optimization Project (Implementation of Wireless Grade Crossing System)
- Additional Mini-highs at 13 Caltrain Stations (Installation of Accessible Ramps at Stations)

Caltrain supports our partners as we work together to deliver an improved and expanded rail service for the region. Please contact us if you have questions about how you can support us in our advocacy for these important investments or if there are specific Caltrain related projects in your jurisdiction you would like for us to support.

Sincerely,



Michelle Bouchard, Acting Executive Director

PENINSULA CORRIDOR JOINT POWERS BOARD
1250 San Carlos Ave. – P.O. Box 3006
San Carlos, CA 94070-1306

WHY PLAN A FUTURE SERVICE VISION?

Over the last 15 years, Caltrain's ridership has more than doubled, and today Caltrain is the 7th largest commuter rail system in the country. We are also the nation's most efficient commuter railroad as measured by both the percentage of our costs we recover through fares and the number of passengers and train miles we deliver per employee.

We are proud of our success, but we also want to do more. By 2040, regional growth projections show that there will be 1.2 million additional people living and working within 2 miles of our stations—a 40% increase from today. We want to make sure that our service, and our system, is ready. A future service vision provides the roadmap for the railroad to grow—showing us how we can improve the experience of our customers today and meet the needs of our region in the future.



INTRODUCING THE CALTRAIN 2040 SERVICE VISION

FAST, FREQUENT SERVICE. ALL DAY, EVERY DAY.

MORE TRAINS, MORE OFTEN

 **MORE COMMUTE SERVICE**

8 RUSH HOUR TRAINS PER HOUR, EACH WAY
Plus capacity for 4 HSR trains, compared to 5 total trains today

 **MORE FLEXIBILITY**

UP TO 6 MIDDAY & WEEKEND TRAINS
Per hour, each way, compared to 1 train today

 **MORE FREQUENT SERVICE**

21 STATIONS WITH TRAINS EVERY 15 MINUTES
Compared to 6 stations today

MORE PEOPLE SERVED

 **TRIPLE THE PEOPLE SERVED**

180,000 RIDERS ON CALTRAIN EACH DAY
Compared to 65,000 today

IMPROVED EXPRESS SERVICE

 **SHOW UP AND GO**

15 MINUTE EXPRESS TRAIN SERVICE ALL DAY
Compared to no all-day express service today

 **FASTER TRAVEL**

SAN FRANCISCO TO SAN JOSE IN LESS THAN AN HOUR
Compared to 62–69 minutes today

 **MORE OPTIONS**

12 STATIONS WITH EXPRESS TRAIN SERVICE
Compared to 6–9 stations today

A MORE CONNECTED CORRIDOR

 **77 MILES OF ALL-DAY SERVICE**

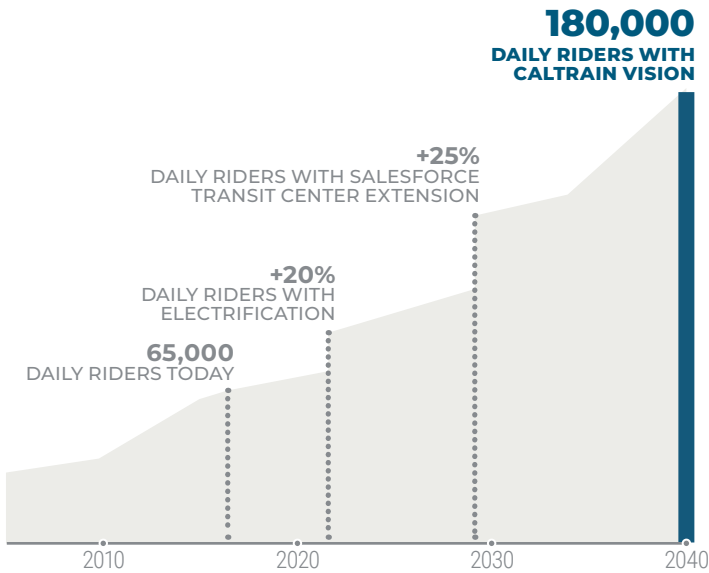
SF SALESFORCE TRANSIT CENTER TO SJ TO GILROY
Compared to 50 miles of all-day service today

THE SERVICE VISION BENEFITS THE BAY AREA'S PEOPLE, ENVIRONMENT, AND ECONOMY

MORE TRANSPORTATION CAPACITY



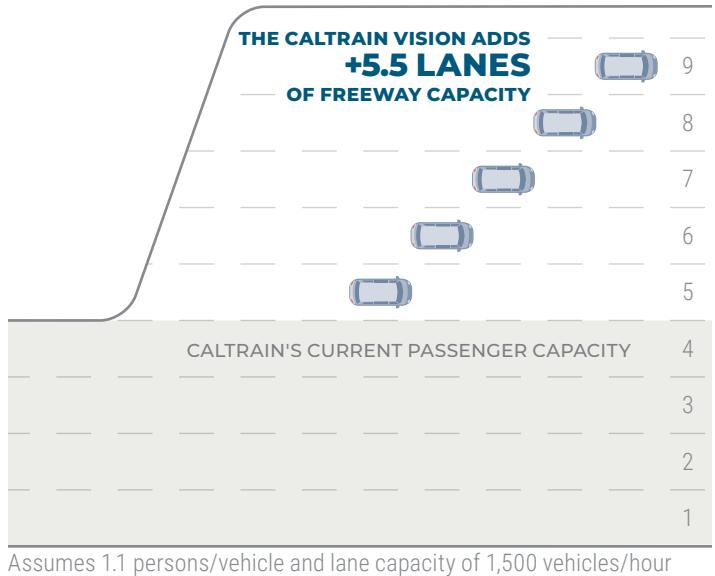
CARRYING MORE PEOPLE



Improving Caltrain lets us carry three times more people in 2040. That's equivalent to selling out the Giants' ballpark four times every day.



TRAINS VS LANES



Today, Caltrain carries 4 freeway lanes worth of people during rush hour. The service vision adds the equivalent capacity of 5.5 new freeway lanes.

IMPROVING AIR QUALITY



REDUCING DRIVING

825,000 FEWER MILES DRIVEN EACH DAY
Resulting from drivers who switch to Caltrain. That's like taking 16,000 trips between SF and SJ off the road each day



REDUCING GREENHOUSE GAS EMISSIONS

110 FEWER METRIC TONS OF CO₂ EMISSIONS EACH DAY
Resulting from full electrification of our fleet and drivers switching to Caltrain

STIMULATING THE ECONOMY



ADDING JOBS

51,000 NEW JOBS CREATED
Total full- and part-time jobs along the corridor resulting from Caltrain investment*



INCREASING ECONOMIC ACTIVITY

\$40.8 BILLION IMPACT ON THE REGION
Total impact on regional spending and economic activity resulting from Caltrain investment*

* Values are for 2018-2070 and are in present (2018) value using a discount rate of 4.0%

THE SERVICE VISION OUTLINES A PROGRAM OF INVESTMENTS TO SUPPORT EXPANDED SERVICE

CAPITAL COSTS

 **\$23 BILLION**
TOTAL CAPITAL COSTS*

Capital costs include all projects from SF to Gilroy, knitting together a connected corridor with greatly improved service.



\$9.4B
GRADE
SEPARATIONS



\$7.8B
TERMINAL
IMPROVEMENTS



\$3.3B
RAIL INFRASTRUCTURE
AND SYSTEMS



\$1.4B
STATION
IMPROVEMENTS



\$1.1B
FLEET
UPGRADES

OPERATING COSTS

 **\$370 MILLION**
2040 ANNUAL OPERATING COSTS*

Caltrain is one of the leanest, most efficient transit services in the country. Today's annual operating and maintenance costs are \$135 million, and 73% is covered by fares. The vision would benefit from a similarly high farebox recovery ratio.

\$266M
OPERATING
COSTS
COVERED BY
FAREBOX (72%)



\$104M
ANNUAL
OPERATING
INVESTMENT
NEEDED (28%)

IMPLEMENTING THE VISION

 **ELECTRIFYING
CALTRAIN**

2022

**OUR WORK TOWARD THE VISION
IS ALREADY UNDERWAY**

Thanks to the \$2 billion investment in the Caltrain Electrification Project, we are already laying the foundation for implementing the vision. We will deliver this vision in steps and will be mapping out the sequence of near term priorities in the second phase of the Caltrain Business Plan. In order to fully implement the vision, new local, regional, state, and federal resources will be required. Read more about our upcoming electrified service at calmod.org.

* Capital and operating costs are in present (2018) value

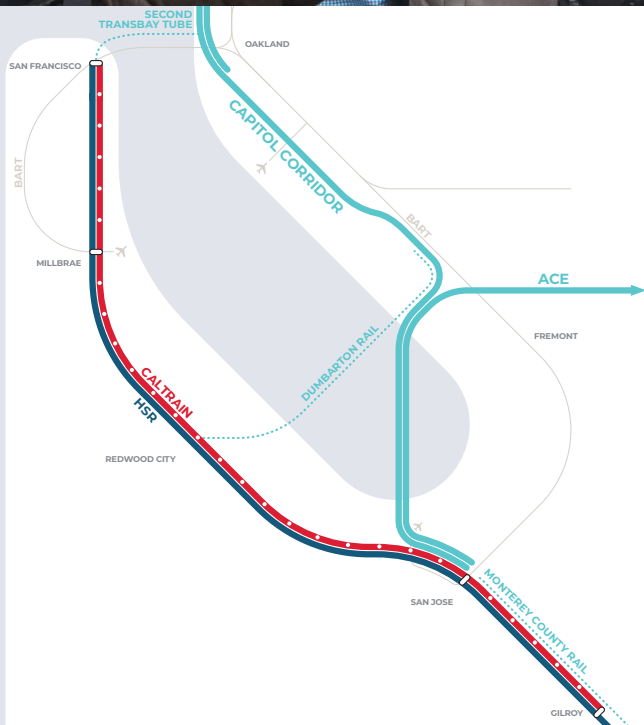
 **SERVICE VISION**

2040

**GETTING READY TO
DELIVER THE VISION**

Growing Caltrain service will also require Caltrain to grow as an agency. The organization will need to be strengthened and resourced in a way that helps deliver major capital projects and expanded operations throughout the corridor. The Caltrain Business Plan includes a detailed evaluation of organizational options that should be considered to make the vision a reality. The full organizational assessment is available at caltrain2040.org/vision.

THE SERVICE VISION LAYS THE FOUNDATION FOR EXPANDED REGIONAL SERVICE



GROWING BEYOND OUR VISION

Caltrain is ready for additional investment as planning for expanded Bay Area rail continues. With additional passing tracks and infrastructure, we can expand service from 12 to 16 trains per hour, creating opportunities for even more service and enhanced connectivity to other regional rail corridors.

SERVICE VISION INVESTMENT

8
CALTRAIN TRAINS

4
HIGH SPEED RAIL TRAINS

ADDITIONAL INVESTMENT

4
TRAIN SLOTS FOR EXPANDED SERVICE OR REGIONAL CONNECTIONS

THE SERVICE VISION IS A SHARED PARTNERSHIP WITH OUR STAKEHOLDERS AND COMMUNITIES

ENGAGING WITH STAKEHOLDERS

21
JURISDICTIONS

26
PUBLIC AGENCIES

93
STAKEHOLDER ADVISORY GROUP MEMBER ORGANIZATIONS

170
STAKEHOLDER MEETINGS

The vision planning started in 2017. A collaborative effort led by Caltrain with funding from various partners, the vision is the product of hundreds of hours of meetings with cities, counties, business groups, public agency partners, advocates, and public stakeholders throughout the corridor.

The Caltrain Board adopted this service vision in October 2019, and staff will complete the Caltrain Business Plan by mid-2020.

JULY 2018 – JULY 2019
DEVELOPMENT AND EVALUATION OF GROWTH SCENARIOS

AUGUST 2019
STAFF RECOMMENDATION FOR CALTRAIN VISION

OCTOBER 2019
REFINEMENT AND ADOPTION OF CALTRAIN VISION

MID-2020
BUSINESS PLAN COMPLETION

For more information on how to participate in the process, visit:
WWW.CALTRAIN2040.ORG/GET-INVOLVED

Para traducción llama al 1.800.660.4287
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Caltrain2040.org

650.508.6499

BusinessPlan@Caltrain.com

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: JPB Work Program-Legislative - Planning Committee

THROUGH: Michelle Bouchard
Acting Executive Director

FROM: April Chan
Chief Officer, Planning, Grants and Transportation Authority

SUBJECT: **AUTHORIZE EXECUTION OF EXCLUSIVE NEGOTIATING AGREEMENT WITH SOUTH CITY VENTURES LLC FOR CERTAIN SOUTH SAN FRANCISCO CALTRAIN STATION PROPERTY ON DUBUQUE AVENUE IN SOUTH SAN FRANCISCO, CALIFORNIA**

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

ACTION

Staff Coordinating Council recommends that the Board authorize the Acting Executive Director, or her designee, to do the following:

1. Execute a 90-day Exclusive Negotiation Agreement (ENA) between the Peninsula Corridor Joint Powers Board (JPB) and South City Ventures LLC (SCV LLC) to develop the South San Francisco Caltrain station parking lot property (Property), and to negotiate a term sheet summarizing a set of agreed-upon minimum business terms for a transit-oriented development (TOD);
2. Extend the ENA if it is determined that such an extension is warranted; and
3. Take any other actions necessary to give effect to this action.

SIGNIFICANCE

SCV LLC owns parcels next to the Property and has expressed interest in working with the JPB on a TOD project. Execution of an ENA would allow the JPB and SCV LLC the opportunity to negotiate a long-term ground lease for a TOD project at the JPB's South San Francisco Caltrain Station. Successful negotiation of the ground lease will fulfill the JPB's goals for development of the Property, including:

1. Creation of a dense, high-quality TOD project that enhances connections between the proposed SCV LLC development and the South San Francisco Caltrain Station, and one that will encourage the use of public transit;
2. Provide for a project site plan and design that is consistent with the JPB's continued provision of transit-related operations and is compatible with the

contiguous traction power facility, from both an operational and safety perspective;

3. Generate substantial financial returns to JPB; and
4. Potentially realign the station access roadway to a location that better accommodates both transit patrons and development of the site.

BUDGET IMPACT

Upon execution of the ENA, the JPB will receive a deposit of \$50,000 from SCV LLC, which will be used to pay for JPB's actual costs incurred during negotiations. The deposit will be replenished in \$50,000 increments whenever the balance falls below \$10,000. Any unused funds will be returned to SCV LLC upon JPB Board of Directors (Board approval of a term sheet or termination of negotiations).

BACKGROUND

The Property was identified as a potential opportunity site in the Caltrain Rail Corridor Use Policy (RCUP), which was adopted by the JPB Board in February 2020 to guide the use of agency property and support delivery of Caltrain's Long-Term Service Vision. While it is a potential opportunity site, it was deemed not independently developable, as described below.

The South San Francisco Caltrain Station property has limited access, as it is located partially under a raised roadway, and access to the station is through an easement over the SCV LLC Site. The ability for the JPB to independently develop the Property is highly limited by its access, shape and other encumbrances. Merging the Property with the adjacent SCV LLC site enhances the development potential of both sites.

SCV LLC has requested that the JPB engage in negotiations to discuss terms under which joint development of the Property and SCV LLC Site would be practical and beneficial to both parties. Staff recommends that such negotiation will provide the JPB the best opportunity to develop the Property and to achieve the objectives listed above.

The initial term of the ENA will be 90 days, during which time the parties will negotiate with the goal of developing a term sheet summarizing a set of agreed-upon minimum business terms. This term sheet will be subject to the Board's approval at a later meeting, and will become the basis for negotiation of a long-term ground lease, or other agreed-upon disposition agreement. Staff recommends that the Acting Executive Director be authorized to extend the term of the ENA should it be determined that such an extension is warranted if negotiation cannot be completed within the 90 day period.

Prepared By: Brian W. Fitzpatrick, Director, Real Estate and Property Development 650.508.7781

RESOLUTION NO. 2021 –

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

* * *

AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AN EXCLUSIVE NEGOTIATION AGREEMENT FOR DEVELOPMENT OF THE SOUTH SAN FRANCISCO STATION PROPERTY

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) desires to develop the South San Francisco Caltrain Station parking lot property (JPB Property) on Dubuque Avenue in South San Francisco, as a transit-oriented development (TOD) project; and

WHEREAS, the JPB had previously adopted both a Caltrain Rail Corridor Use Policy (RCUP) as well as a Caltrain Transit Oriented Development (TOD) Policy at its February 2020 meeting to help inform and guide the future use of JPB properties; and

WHEREAS, while the Property was identified as a potential opportunity site in these policies, the Property was deemed not independently developable due to its location being partially under a raised roadway, its limited access and shape, and other encumbrances; and

WHEREAS, South City Ventures LLC (SCV LLC) owns property (SCV LLC Site) next to the Property and has expressed an interest in working with the JPB on a possible joint TOD project; and

WHEREAS, SCV LLC has requested that the JPB engage in an exclusive negotiation agreement (ENA) to discuss terms under which joint development of the Property and SCV LLC Site would be practical and beneficial to both parties; and

WHEREAS, execution of an ENA would allow the JPB and SCV LLC the opportunity to negotiate a long-term ground lease for a TOD project, and the successful negotiation of the ground lease will fulfill JPB's goals for development of the Property,

including the following: 1) create a dense, high-quality TOD project; 2) provide for a project site that supports Caltrain's continued provision of services; 3) generate financial returns to the JPB; and 4) potentially realign the South San Francisco Station access roadway to better accommodate transit patrons; and

WHEREAS, upon execution of the ENA, SCV LLC will be required to make a \$50,000 deposit to the JPB to offset costs incurred during the negotiation of a term sheet for a long-term lease for the TOD project for 90 days, which deposit will be replenished in increments of \$50,000 when the balance of funds falls below \$10,000.

NOW, THEREFORE, BE IT RESOLVED that the Peninsula Corridor Joint Powers Board hereby authorizes the Acting Executive Director or her designee to (1) execute a 90-day Exclusive Negotiation Agreement between the JPB and South City Ventures LLC; (2) negotiate a term sheet summarizing a set of agreed-upon minimum business terms for a transit-oriented development project; (3) return to the Board of Directors for review and approval; (4) extend the ENA if the Acting Executive Director determines that such an extension is warranted; and (5) take any other actions necessary to give effect to this resolution.

Regularly passed and adopted this 6th day of May, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: JPB Work Program-Legislative - Planning Committee

THROUGH: Michelle Bouchard
Acting Executive Director

FROM: April Chan
Chief Officer, Planning, Grants, and Transportation Authority

SUBJECT: Approve 10-year lease with Prometheus Real Estate Group at the San Carlos Caltrain Station

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

ACTION

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

- 1) Find a proposed lease of the San Carlos Caltrain Station depot building, and surrounding area (Depot), to be compatible with the Caltrain Rail Corridor Use Policy (RCUP); and
- 2) Authorize the Executive director to enter into a ten-year lease, with two five-year mutual options with PREG SC Transit Village, LP, a California limited partnership (Prometheus).

SIGNIFICANCE

RCUP Compatibility

The Board of Directors (Board) adopted RCUP in February 2020 to guide the use of agency property and support delivery of Caltrain's Long-Term Service Vision. This policy was developed as an important piece of follow-on work to the Caltrain Business Plan to facilitate implementation; it is intended to ensure that nearer-term uses of the agency's limited property holdings will not preclude future achievement of the Long-Range Service Vision.

In reviewing the request to make the Depot available for a commercial lease, the initial RCUP compatibility review found the proposed use to be "incompatible" because it is within RCUP's Service Vision Capital Project Overlay. In the RCUP maps, this Overlay indicates areas of the corridor that may experience change due to potential future capital projects associated with the Long-Range Service Vision. In the Service Vision Capital Project Overlay, only proposed uses that are less than five years in duration are considered "compatible" with the RCUP.

On the other hand, proposed uses that are more than five years in duration are considered initially "incompatible" with the Service Vision Capital Project Overlay. However, uses may overcome duration-based findings of incompatibility through RCUP's Use Variance process. If the Board, through the Use Variance process, approves RCUP compatibility, the proposed use would then be reviewed for its compatibility with Caltrain's regulatory, operational, and engineering requirements.

In this instance, Planning staff conducted additional review of a lease with a duration of 10 years. Staff determined that the Depot is located in a portion of the corridor that has been identified for potential future passing tracks that would be needed to grow service beyond the minimum level of service identified in the Long-Range Service Vision (12 trains per peak hour per direction); stated another way, these potential future passing tracks are not needed to achieve the Long-Range Service Vision's minimum level of service, but they would be needed to grow to a higher level of service.

In conducting the review, staff found that a 10-year lease is compatible with the railroad's current and future needs and would not preclude the agency from achieving the Long-Range Service Vision. Therefore, staff recommends that the Board find that a ten-year lease to be "compatible" with the RCUP.

Additionally, technical review has been completed for the proposed lease, and it has been found to be compliant with Caltrain's operational, regulatory, and engineering requirements.

Proposed Lease

The San Mateo County Transit District (District) owns or controls the property adjacent to the Depot. Under a long-term ground lease with the District, Prometheus has developed the San Carlos Transit Village, a Transit Oriented Development (TOD) project. Due to its proximity to the surrounding TOD project, Prometheus is in the best position to manage the use of the Depot as a master lessee. If the proposed lease is approved by the Board, Prometheus will enter into a sublease with BareBottle brewing company to operate a tap room in the Depot building. The South Bay Historical Railroad Society approved the proposed use of the Depot as a tap room in December 2019. As the area involved in the Lease is less than 5,000 square feet, this lease is exempt from the requirements of the Surplus Land Act.

Under the proposed lease, Prometheus and sub-tenant BareBottle Brewery will pay the majority of the cost to perform certain deferred maintenance on the Depot building, as well as pay for the cost to construct tenant improvements necessary to enable BareBottle to operate a tap room in the Depot. Due to the historic status of the building, all alterations will be conducted in accordance with the Secretary of the Interior's Guidelines for Historic Buildings and applicable local building codes, all in cooperation with the South Bay Historical Railroad Society, the supervisor of the property's historic preservation covenant.

BUDGET IMPACT

The Depot's historically significant features are required to be maintained under a preservation covenant with the South Bay Historical Railroad Society. The costs of conducting deferred maintenance, including building envelope, fire-and life safety, utilities systems and interiors, are estimated to be in the range of \$250,000 to \$400,000. Under the lease, Prometheus, BareBottle and JPB will share this cost, with JPB's cost paid through its deferral of the first three years of rent under the lease, totaling just over \$150,000.

The JPB will start collecting rent of \$53,419.60 in year four of the lease, with rent increasing by three percent (3%) annually.

BACKGROUND

San Carlos Depot was constructed in 1888 and listed in the National Register of Historic Places database in 1984 for its association with transport and community development, as well as for its unique Richardsonian Romanesque design. Since June 1983, the Depot has been leased to various tenants for restaurant purposes. The most recent lease term ended approximately four years ago.

Prepared by: Brian W. Fitzpatrick, Director,
Real Estate and Property Development

650.508.7781

RESOLUTION NO. 2021-

**PENINSULA CORRIDOR JOINT POWERS BOARD
STATE OF CALIFORNIA**

*** * ***

**AUTHORIZATION OF A TEN-YEAR LEASE OF THE SAN CARLOS CALTRAIN STATION DEPOT
BUILDING TO PREG SC TRANSIT VILLAGE, LP.**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) desires to authorize the Acting Executive Director to enter into a ten-year lease of the San Carlos Caltrain Station Depot Building and surrounding property (Depot), with two five-year mutual options, with PREG SC Transit Village, LP, a California limited partnership (Prometheus); and

WHEREAS, the proposed lease and use will contribute to the fulfillment of the City of San Carlos General Plan: Envision 2030, which calls for a walkable, thriving and transit-oriented downtown; and

WHEREAS, in compliance with the agency's Property Access Agreement process, this project was reviewed for compatibility with the Caltrain Rail Corridor Use Policy (RCUP), as well as undergoing technical review for operational, regulatory, and engineering compatibility; and

WHEREAS, that review process clarified that terms of the proposed lease would ensure its compatibility with the railroad's current and future needs and not preclude achievement of the Long-Range Service Vision; and

WHEREAS, in accordance with the findings of these reviews, the JPB finds that the proposed lease with Prometheus is compatible with the RCUP; and

WHEREAS, in order to maintain the Depot's historically significant features, as required by the Preservation Covenant of the South Bay Historical Railroad Society, the lease will require that any modifications to the building be accomplished in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

NOW, THEREFORE, BE IT RESOLVED that Peninsula Corridor Joint Powers Board hereby authorizes the Acting Executive Director to enter into a ten-year lease of the San Carlos Caltrain Station Depot Building and surrounding property, with two five-year mutual options, with PREG SC Transit Village LLP.

Regularly passed and adopted this 6th day of May, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: JPB Work Program-Legislative- Planning Committee

THROUGH: Michelle Bouchard
Acting Executive Director, Caltrain

FROM: Sebastian Petty
Deputy Chief of Planning, Caltrain

SUBJECT: **POST COVID BUSINESS STRATEGY – SCENARIO PLANNING**

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

ACTION

Staff Coordinating Council recommends the Board of Directors (Board) receive the attached informational ppt describing staff's continued post-COVID scenario planning work.

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. Over the course of subsequent months staff returned to the Board with a series of updates focused on how the railroad would respond and adapt to the extraordinary social, financial and operational challenges created by the pandemic. Key work products have included:

- The railroad's "Equity, Connectivity, Recovery and Growth" Framework (adopted by the Board in September of 2020)
- The implementation of a revised 68 train service (presented to the Board in November of 2020 and implemented in December)
- Ongoing analysis and work related to understanding the railroad's costs and financial resources during a highly dynamic period

Throughout this time, staff has also been working to develop a body of longer range scenario planning that considers the different realities the railroad may confront as we move through and beyond the pandemic. Now, with the passage of Measure RR and with the rollout of vaccines commencing staff has worked to complete this scenario planning work through a series of financial projections and analyses that explore the financial impacts of different potential futures to the railroad's business. An initial presentation of this work was presented to the Board and various stakeholder groups in

February and March of 2021 and the attached presentation builds on the work previously presented. A final presentation with a staff recommended Business Strategy is anticipated in June of 2021.

BUDGET IMPACT

There is no budget impact associated receiving this presentation.

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.

Prepared by: Sebastian Petty, Deputy Chief, Caltrain Planning

650.622.7831

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: JPB Work Program-Legislative- Planning Committee

THROUGH: Michelle Bouchard
Acting Executive Director, Caltrain

FROM: Sebastian Petty
Deputy Chief of Planning, Caltrain

SUBJECT: **UPDATE ON FISCAL YEAR 2022 SHUTTLE PROGRAM FUNDING AND SERVICES**

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

ACTION

Staff recommends the Board receive the following informational update regarding proposed changes to the allocation of JPB discretionary funds to first/last-mile shuttle and bus service in the FY2022 budget.

SIGNIFICANCE

Through the Caltrain Shuttle Program, the JPB has historically partially subsidized a handful of bus and first/last-mile shuttle routes in San Francisco, San Mateo and Santa Clara counties. JPB funding for these services generally takes the form of pass-through grants as well as a smaller amount of discretionary funds. The majority of shuttle routes which receive a JPB subsidy also receive substantial funding through employer, city, and other outside grant sources. In San Francisco, the JPB has provided operating subsidies to three MUNI routes connecting to the 4th & King Station.

Due to pandemic-related ridership losses, many of the first/last-mile shuttle and bus routes that the JPB has historically subsidized have been canceled over the last year and do not have clear plans to resume service. Falling ridership has also made the remaining shuttle routes ineligible for a key grant funding source; Transportation Fund for Clean Air Regional Fund (TFCA). In the past, the JPB has applied to this source on behalf of shuttle programs. If the JPB were to continue subsidizing these shuttle and bus services in a manner that backfilled for the loss of TFCA funding, its required contribution of discretionary funding would increase substantially in FY22.

Given the agency's current and anticipated financial constraints, staff conducted a review of the existing first/last-mile service to determine how any JPB funding contributions in FY22 could best be applied. Staff determined that the JPB contributions

to first/last-mile shuttles and buses could be significantly reduced *with little or no impact to overall service levels as they exist today.*

BUDGET IMPACT

The proposed changes would reduce the JPB contribution of discretionary funds to first/last-mile shuttle and bus service from \$739,000 (pre-pandemic) to \$123,300 for FY2022. An additional \$2,599,900 of pass-through funding from continuing (non-TFCA) grant sources would be budgeted for, but would not have a net impact on the JPB discretionary budget.

BACKGROUND

Prior to the COVID-19 pandemic, the Caltrain Shuttle Program included 17 routes in San Mateo County and 8 routes in Santa Clara County. These shuttles represented only a portion of the corridor's first/last mile services, with shuttle programs under SamTrans, the San Mateo County Transportation Authority, and several private employers also operating routes connecting to and from Caltrain stations.

The degree to which the JPB was involved in its own first/last-mile shuttles varied from route to route. For many routes, Caltrain sponsored grant applications for operating funding. When the available grant funding and contributions from external partners (i.e. employers and cities) fell short, discretionary funds from the JPB Operating Budget were used to supplement the operating budgets of certain routes. In FY2019, the JPB contributed \$75,000 to routes in San Mateo County (not including the Belmont/Hillsdale route which was out of service most of FY2019) and \$411,000 to routes in Santa Clara County. While not included in the official Caltrain Shuttle Program, the JPB contributed an additional \$253,000 to first/last-mile SFMTA bus service in San Francisco County.

The Caltrain Shuttle Program suffers from several structural inefficiencies. The program does not currently have an operationalized method for determining which routes qualify for funding. This has allowed JPB contributions to effectively supplant funding which would otherwise be provided by other external entities (like employers and cities). The JPB also lacks the dedicated staff necessary to actively monitor and manage the program's many routes. Relative to shuttles under the corridor's other providers, routes in the Caltrain Shuttle Program have underperformed in recent years.

Since the beginning of the COVID-19 pandemic, ridership across the shuttle program has fallen by approximately 90%. This caused many routes to be canceled or temporarily suspended. Ridership losses have also effectively disqualified Caltrain shuttles from TFCA funds. In 2019, TFCA provided about \$235,000 for San Mateo County routes and \$380,000 for Santa Clara County routes.

In January 2020, Caltrain and SamTrans kicked off the Peninsula Shuttle Study. This study has examined options for restructuring the Caltrain Shuttle Program in order to make better use of agency resources and improve service to riders. This study will develop recommendations for changes to the shuttle program beyond FY2022 and will be brought to the JPB for discussion at a future date.