



BOARD OF DIRECTORS 2022  
STEVE HEMINGER, CHAIR  
CHARLES STONE, VICE CHAIR  
CINDY CHAVEZ  
DEVORA "DEV" DAVIS  
JEFF GEE  
GLENN HENDRICKS  
DAVE PINE  
SHAMANN WALTON  
MONIQUE ZMUDA  
  
MICHELLE BOUCHARD  
ACTING EXECUTIVE DIRECTOR

# 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 [Assembly Bill 361](#) (Gov. Code section 54953).**

Directors, staff, and the public may participate remotely via Zoom at <https://zoom.us/j/99768901849?pwd=VmVSSEJFZHhyNzhIR212RURzODNndz09> or by entering Webinar ID: **997 6890 1849**, Passcode: **609602**, in the Zoom app for audio/visual capability or by calling 1-669-900-6833 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <http://www.caltrain.com/about/bod/video.html>

**Public Comments:** Members of the public are encouraged to participate remotely. Public comments may be submitted to [publiccomment@caltrain.com](mailto: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 in the Board's weekly correspondence and posted online at [http://www.caltrain.com/about/bod/Board\\_of\\_Directors\\_Meeting\\_Calendar.html](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 three minutes or less. Each commenter will be automatically notified when they are unmuted to speak for three 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.

**February 23, 2022 – Wednesday**

**3:00 pm**

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

- |  |               |
|--|---------------|
| <ul style="list-style-type: none"> <li>3. Public Hearing for Sunday Service Schedule           <ul style="list-style-type: none"> <li>a. Open Public Hearing</li> <li>b. Present Staff Report</li> <li>c. Hear Public Comment</li> <li>d. Close Public Hearing</li> <li>e. Board Discussion</li> </ul> </li> </ul> | INFORMATIONAL |
| <ul style="list-style-type: none"> <li>4. Approval of Title VI Analysis for Sunday Service Schedule (August 2021)</li> </ul>   | MOTION        |
| <ul style="list-style-type: none"> <li>5. Public Comment on Items not on the Agenda<br/>           Comments by each individual speaker shall be limited to three (3) minutes. Items raised that require a response will be deferred for staff to reply.</li> </ul>   |               |
| <ul style="list-style-type: none"> <li>6. Approve Meeting Minutes of January 26, 2022</li> </ul>   | MOTION        |
| <ul style="list-style-type: none"> <li>7. State and Federal Legislative Update and Approval of Legislative Proposal: Support AB 2197 (Mullin)</li> </ul>   | MOTION        |
| <ul style="list-style-type: none"> <li>8. Capital Projects Quarterly Status Report – 2<sup>nd</sup> Quarter Fiscal Year 2022</li> </ul>  | INFORMATIONAL |
| <ul style="list-style-type: none"> <li>9. Metropolitan Transportation Commission (MTC) Network Management Business Case Update</li> </ul>  | INFORMATIONAL |
| <ul style="list-style-type: none"> <li>10. Committee Member Requests</li> </ul>  |               |
| <ul style="list-style-type: none"> <li>11. Date/Time of Next Regular WPLP Committee Meeting:<br/>           Wednesday, March 30, 2022, at 3:00 pm via Zoom (additional location, if any, to be determined)</li> </ul>  |               |
| <ul style="list-style-type: none"> <li>12. Adjourn</li> </ul>  |               |

## **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](http://www.caltrain.com). Communications to the Board of Directors can be e-mailed to [board@caltrain.com](mailto: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: Two Wednesdays before the Board meeting, 3:00 pm. The date, time, and location of meetings may be changed as necessary. Meeting schedules for the Board and committees are available on the website.

### **Location of Meeting**

**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](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](mailto: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](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. Each commenter will be automatically notified when they are unmuted to speak for three minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

### **Accessible Public Meetings/Translation**

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

### **Availability of Public Records**

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

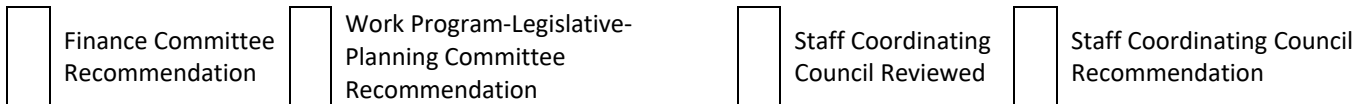
**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: JPB Work Program – Legislative – Planning Committee

THROUGH: Michelle Bouchard  
Acting Executive Director

FROM: David Santoro  
Chief of Staff

SUBJECT: **PUBLIC HEARING FOR SUNDAY SERVICE SCHEDULE**



**ACTION**

Hold a Public Hearing to receive public comment on major service changes made to Caltrain's Sunday service schedule effective on August 30, 2021.

**SIGNIFICANCE**

The public hearing will inform a Title VI service equity analysis that is required before the Peninsula Corridor Joint Powers Board (JPB) can decide whether to continue the current Sunday schedule beyond the first 12 months.

Under the changes made effective August 30, 2021, Caltrain's Sunday service schedule matches the Saturday schedule, with frequency increased from 90 to 60 minutes and operation of two additional roundtrips on Sundays – one in the early morning and one in the late evening, when service previously was only available on Saturday.

**BUDGET IMPACT**

There is no budget impact associated with holding the public hearing.

**BACKGROUND**

In July 2017, Caltrain's weekend service was reduced from 60- to 90-minute frequencies to accommodate construction for electrification. During the COVID-19 pandemic, Caltrain made additional temporary changes in response to ridership fluctuation. In December 2020, Caltrain increased weekend service frequencies from 90 to 60 minutes to provide adequate service for essential workers during the pandemic. Given the impact of Covid-19 on ridership, Caltrain continued to monitor trends and make service adjustments.

In August 2021, Caltrain implemented a number of weekday and weekend changes for service recovery and improved connectivity to BART, including increasing the Sunday service schedule to match the Saturday service schedule. This qualifies as a Major

Service Change under Caltrain's Major Service Change Policy and, thus, requires a Title VI Service Equity Analysis and public hearing.

Though the August 30, 2021 service changes also included weekday changes, those changes were not significant enough to require a public hearing and service equity analysis, and have already been approved by staff for continuation.

Typically a Title VI Service Equity Analysis is completed prior to Board consideration of a major service change; however, schedule changes implemented during the pandemic have been considered "temporary" as the FTA allows 12 months for agencies to conduct the required outreach and equity analysis before changes are considered "permanent."<sup>1</sup>

#### Public Outreach and Feedback

Information on the August 2021 service changes was distributed to partner agencies to coordinate transfers and showcased as part of the "Welcome Back to Transit" marketing campaign. The outreach plan included multiple opportunities for riders and the general public to provide feedback.

The Summary of Changes were translated into both Chinese and Spanish on the Caltrain website. Information about the proposed changes and how to provide feedback also was published in newspaper notices, a news release, notification to community-based organizations, and on social media.

Notices for this public Hearing notices also have been published in the *San Mateo Daily Journal*, as well as in *Sing Tao* in Chinese and in *El Observador* in Spanish. The notice has been posted at all relevant Caltrain stations.

Current and former Caltrain riders were asked about the impact of the August 2021 changes through a October 2021 Service Planning Survey. The results of the public hearing and the October 2021 Service Planning Survey will be included in the Title VI Analysis being prepared for Board of Directors consideration at the March 3 meeting.

Prepared By: Wendy Lau, Civil Rights Manager

650.508.7733

---

<sup>1</sup> See FTA Title Circular 4702.1B. and FTA COVID-19 Frequently Asked Questions [CR2](#).

# Public Hearing

## Sunday Service Schedule



# Agenda

- Federal Transit Authority Civil Rights Requirements
- Presentation of Sunday Service Changes and Major Service Change Policy
- Title VI Analysis Findings
- Open for Public Comment

# Major Service Change Policy

- **Adopted with Title VI Policies & Standards in April 2013**
- **Meets one or both criteria**
  - $\geq 25\%$  reduction or addition of revenue miles per service day
  - $\geq 50\%$  reduction or addition of station stops per service day
- **Title VI Equity Analysis required for service changes in effect >12 months**
- **PCJPB Public Comment Policy**
  - Requires Public Hearing for Major Service Changes



# Major Service Change History

- **July 2017:** Reduced weekend service frequency from 60 to 90 min
  - To accommodate construction activities for electrification project
- **December 2020:** Increased weekend service frequency from 90 to 60 min
  - To provide adequate service for essential workers during the pandemic
- **August 2021:** Implement Unified Weekend Schedule
  - Increase Sunday service to match Saturday
- **Spring 2022:** Keep 60 min weekend frequency & unified weekend schedule

# Recent Service Changes

Timetable Effective	Weekday Trains	Saturday Trains	Sunday Trains	Notes
Pre-COVID 19				
<b>Oct 2019</b>	<b>92</b>	<b>28</b>	<b>24</b>	
COVID 19 Recovery				
March 2020	42	28	24	
May 2020	42	28	24	Hillsdale Station Closure
June 2020	70	28	24	
<b>Dec 2020</b>	<b>68</b>	<b>32</b>	<b>28</b>	<b>Increased Weekend Service Frequency</b>
March 2021	70	32	28	
April 2021	70	32	28	New Hillsdale Station Opening
<b>Aug 2021</b>	<b>104</b>	<b>32</b>	<b>32</b>	<b>New Service Structure, Unified Weekends</b>



# Major Service Change Evaluation

- **Comparison between October 2019 (pre-COVID) & August 2021 (current) timetables**
- **Major Service Change due to:**
  - Increased revenue miles on Sunday (32% Change)
  - Increased # of station stops on Sunday (60% Change)
    - Santa Clara, Lawrence, San Antonio, California Ave, Menlo Park, San Carlos, Belmont, Hayward Park, Burlingame, Broadway, San Bruno, SSF, Bayshore, 22nd St

# Title VI Analysis

- **Data Selection: October 2021 Survey Data and 2019 Triennial Ridership Data.**
- **Analyzes Minority vs. Non-Minority and Low-Income vs. Non-Low-Income per the FTA Title VI Circular.**
- **Generally, a service increase is an overall benefit.**
- **A +10% difference would generate a disparate impact or disproportionate burden/benefit.**

# Title VI Analysis

- **No Disparate Impact was found (Minority vs. Non-Minority)**
- **Q50: Earlier Trains on Sunday**
- **Q51: Later Trains on Sunday**

October 2021 Planning Survey	Q50	Q51
Total Number of Minority Survey Respondents Impacted	139	177
Total Number of Minority Respondents	286	286
Percent of Minority Survey respondents Impacted	48.6%	61.8%
Total Number of Non-Minority Survey respondents Impacted	249	344
Total Number of Non-Minority Survey respondents	609	609
Percent of Non-Minority Survey respondents Impacted	40.8%	56.4%
Difference in Impact	7.8%	5.4%

# Title VI Analysis

- **A Disproportionate Benefit was found for later service on Sunday (Q51).**

October 2021 Planning Survey	Q50	Q51
Total Number of Low-Income Survey Respondents Impacted	42	56
Total Number of Low-Income Respondents	74	74
Percent of Low -Income Survey respondents Impacted	56.7%	75.6%
Total Number of Non-Low-Income Survey respondents Impacted	221	273
Total Number of Non-Low-Income Survey respondents	432	432
Percent of Non-Low-Income Survey respondents Impacted	51.6%	63.2%
Difference in Impact	5.1%	<b>12.4%</b>

# Title VI Analysis: 2019 Triennial

## No DI or DB found using 2019 Triennial Data Analysis

### Disparate Impact Analysis

2019 Triennial Survey	Sunday Respondents
Total Number of Minority Sunday Survey Respondents Impacted	76
Total Number of Minority Respondents	2883
Percent of Minority Survey Sunday Respondents Impacted	2.64%
Total Number of Non-Minority Sunday Survey Respondents Impacted	55
Total Number of Non-Minority Survey respondents	2170
Percent of Non-Minority Sunday Survey respondents Impacted	2.53%
Difference in Impact	.11%

### Disproportionate Benefit Analysis

2019 Triennial Survey	Sunday Respondents
Total Number of Low-Income Sunday Respondents	31
Total Number of Low- Income Respondents	445
Percent of Low-Income Survey Respondents Impacted	6.96%
Total Number of Non-Low-Income Sunday Respondents Impacted	100
Total Number of Non-Low-Income Survey Respondents	4130
Percent of Non-Low-Income Survey Respondents Impacted	3.17%
Difference in Impact	3.79%

# Conclusion/ Next Steps

- Attach any public comments made at Public Hearing to Title VI Analysis;
- JPB Board Approval of Title VI Analysis for JPB per FTA requirements;
- Include in Caltrain Title VI Program (2023); and
- Current Sunday Service expected to continue throughout Spring 2022



**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: JPB Work – Program – Legislative- Planning Committee

THROUGH: Michelle Bouchard  
Acting Executive Director

FROM: David Santoro  
Chief of Staff

SUBJECT: **APPROVAL OF TITLE VI ANALYSIS FOR SUNDAY SERVICE SCHEDULE  
(AUGUST 2021)**

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

**ACTION**

Staff recommends the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) approve the Title VI Service Equity Analysis for the Sunday Caltrain Service Schedule that has been in place since August 2021.

**SIGNIFICANCE**

In August 2021, following a series of service changes to facilitate the Peninsula Corridor Electrification Project and respond to ridership fluctuations as a result of the Covid-19 pandemic, the JPB implemented service increases to better support essential workers requiring transit service and improve social distancing on Caltrain. Federal Transit Administration Circular 4702.1B establishes that service changes lasting over 12 months are considered "permanent" for purposes of compliance with Title VI.

Under the JPB's Title VI Policies, the August 2021 changes to Sunday Caltrain service qualify as "Major Service Changes," thereby requiring a Title VI Service Equity Analysis before the service change has been in effect for 12 months. This analysis must be presented to the Board for its consideration and included in the Caltrain Title VI Program with a record of action taken by the Board.

The analysis, attached hereto, concludes the service increase associated with the Caltrain Sunday service schedule does not have a disparate impact on minority populations nor disparately burden low-income populations. Rather, based on customer survey data, it appears that low-income populations *benefit* proportionately more from increased service on Sunday evenings.

**BUDGET IMPACT**

There is no budget impact associated with the proposed action.

## **BACKGROUND**

Under Caltrain's Title VI Policies, a Major Service Change occurs when the following occurs: (1) a 25% reduction or addition of revenue miles per service day or (2) a 50% reduction or addition of station stops per service day. The Sunday Service schedule change satisfies both of these requirements.

In July 2017, Caltrain conducted a Title VI Service Equity Analysis to the for the reduction of weekend service frequency from 60 to 90 minutes to accommodate construction activities for Caltrain electrification. During the COVID-19 pandemic, Caltrain quickly implemented significant service cuts and adjusted service over subsequent months as the pandemic continued, most recently resulting in service increases to accommodate essential workers and provide for greater on-board social distancing.

In August 2021, Caltrain implemented increases to the Sunday service schedule to match Saturday service. Caltrain Operations determined that these changes would remain in effect at least through Spring 2022. These changes were presented to the Board in July 2021.

Staff delayed conducting a Title VI Analysis in part to allow time for receipt of survey data that would better capture the impact of the August 2021 changes. The survey was conducted in October 2021. That survey, along with the 2019 Triennial Ridership data, was used in the analysis. More specifically, the October 2021 Survey captures responses from passengers using Caltrain during the Covid-19 pandemic while the 2019 Triennial Survey reflects longer-term ridership trends and provides more robust data.

The Title VI Analysis of the Sunday Service Changes includes comments from the public hearing held at the February 23 Work Program – Legislative – Planning Committee meeting, public comments from May-August 2021, and additional public outreach for Board Consideration.

The attached analysis is consisted with polices adopted by the Board to comply with Title VI of the Civil Rights Act of 1964 and:

- Analyzes the Sunday Service Schedule on a system-wide level to determine whether the impacts would result in disparate treatment among protected classes;
- Analyzes the Sunday Service Schedule on a system-wide level to determine whether the impacts would result in a disproportionate burden, or lack of proportional benefit, among low-income populations;
- Uses Caltrain's Title VI Policies and analysis thresholds that were adopted in 2013;
- Summarizes Public Engagement and Public Comment on the service change;
- Concludes that the service increases do not result in a disparate impact on minority populations; and
- Concludes that the service increases do not impose a disproportionate burden on low-income populations but, rather, indicate disproportionate benefit for low-income riders due to a service increase on Sunday evenings.

**RESOLUTION NO. 2022 –**

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

\* \* \*

**APPROVING THE TITLE VI SERVICE EQUITY ANALYSIS OF AUGUST 2021  
SUNDAY CALTRAIN SERVICE CHANGES**

**WHEREAS**, in 2017, the Peninsula Corridor Joint Powers Board (JPB) reduced Caltrain weekend service frequencies from 60 minutes to 90 minutes to accommodate activities supporting construction work for the Peninsula Corridor Electrification Project (PCEP); and

**WHEREAS**, during the COVID-19 pandemic, the JPB further changed Caltrain schedules on a temporary basis in response to ridership fluctuations, and to better serve essential workers and provide for greater social distancing; and

**WHEREAS**, in August 2021, Caltrain implemented additional changes for service recovery and improved connectivity to BART, including increasing the Sunday service schedule to match the Saturday service schedule; and

**WHEREAS**, on April 4, 2013, by Resolution No. 2013-21, the JPB Board of Directors (Board) adopted a Major Service Change Policy for the Caltrain system, which sets the thresholds for when a service equity analysis and public engagement process are required for a proposed service change, or a recently-enacted temporary service change that will be extended beyond 12 months; and

**WHEREAS**, the Sunday Service changes meets the Major Service Change Policy threshold, and therefore, must be the subject of public outreach, a public hearing, and completion of an equity analysis; and

**WHEREAS**, the equity analysis must comply with Title VI of the Civil Rights Act of 1964 and implementing regulations, including Federal Transit Administration Circular 4702.1B, and assess whether the change will result in disparate impacts on minority populations or disproportionate burdens on low-income populations; and

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

**WHEREAS**, the JPB engaged in public outreach around the Sunday service changes between May 2021 and August 2021, and the Board held a duly noticed public hearing on the service changes at the Work Program – Legislative – Planning Committee meeting on February 23, 2022; and

**WHEREAS**, staff has prepared and presented to the Board a Title VI Equity Analysis that assesses the equity impacts of increased Sunday Service, concluding it will not disparately impact minority passengers nor impose a disproportionate burden on, or fail to provide a proportionate benefit to, low-income passengers; and

**WHEREAS**, the Acting Executive Director recommends the Board approve the Title VI Service Equity as required under FTA Circular 4702.1B for the August 2021 Sunday Service Schedule changes.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby:

1. Finds pursuant to Title VI of the Civil Rights Act of 1964 that the Sunday Service Schedule Changes do not have a disparate impact on minority populations nor

impose a disproportionate burden on, or fail to provide a proportionate benefit to, low-income populations;

2. Approves the Title VI Equity Analysis incorporated herein by this reference;

Regularly passed and adopted this 3rd day of March, 2022 by the following vote:

AYES:

NOES:

ABSENT:

---

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

---

JPB Secretary

**Peninsula Corridor Joint Powers Board  
Work Program – Legislative – Planning Committee (WPLP)  
1250 San Carlos Avenue, San Carlos CA  
DRAFT MINUTES OF JANUARY 26, 2022**

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

**MEMBERS ABSENT:** None

**STAFF PRESENT:** M. Bouchard, D. Hansel, J. Harrison, S. Petty, C. Fromson, D. Santoro, B. Tietjen, M. Jones, P. Shrestha, D. Seamans, S. Wong

**1. CALL TO ORDER/PLEDGE OF ALLEGIANCE**

Chair Charles Stone called the meeting to order at 3:04 p.m. and Director Heminger 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**

There were no public comments.

**4. APPROVE MEETING MINUTES OF NOVEMBER 24, 2021**

Motion/Second: Chavez/Heminger

Ayes: Chavez, Heminger, Stone

Noes: None

Absent: None

**5. STATE AND FEDERAL LEGISLATIVE UPDATE**

Casey Fromson, Acting Chief Communications Officer, introduced the State and Federal legislative advocates.

Eve O'Toole, Federal Lobbyist, provided an update, which included the following:

- Appropriation of Infrastructure Bill and Fiscal Year 2022 Appropriations process
- Proposed Budget and infrastructure bill implementation

Lauri Hettinger, Federal Lobbyist, provided an update which included the following:

- Congress' large infrastructure bill includes \$500 billion in new spending
- Provides mandatory money over the next five years and funding opportunities for transportation, railroad grade crossing, rail car replacement, and trespassing/fatalities prevention

Matt Robinson, State Lobbyist, provided an update which included the following:

- Governor proposed funding for transportation with increased funding amounts
- Transit rail service, High speed rail funding and multiple approaches
- Caltrain's \$410 million funding gap
- Over 3 dozen Congressional delegation members informed on Caltrain issues
- Seamless Bay Area proposal bill and Senate Bill 288

Mike Robson, State Lobbyist, provided an update which included the following:

- Working on two-year bills and introducing new bills through Feb 18
- Redrawn lines
- Caltrain legislators working on budget issues prior to final action on the budget on June 15th

The Board members had a discussion and staff provided further clarification regarding the distribution of funds and whether it will be distributed through the Metropolitan Transportation Commission (MTC).

## **6. PENINSULA CORRIDOR ELECTRIFICATION PROJECT (PCEP) PROJECT UPDATE**

Michelle Bouchard, Acting Executive Director, provided context to the project summary.

Pranaya Shrestha, CalMod Chief Officer, provided a presentation that included the following:

- December activities (BBI re-baselining) and upcoming milestones including the Remediation Plan
- Reset program organization with new executive leadership, legal, and new program director
- Safety and security, construction update, program management, risks, and master schedule
- Signal System and Communication (2 Speed check)
- Crossing Optimization Project
- Program budget, contingency, risks, and incentive

Casey Fromson, Chief Communications Officer, provided a presentation that included the following:

- Funding Update - develop \$410 million funding plan
- Federal Update - tracking notice of funding availability, meeting federal delegation, and discussing capital investment grants funding eligibility
- State Update - Governor's budget included \$9.1 billion for transportation)

The Board members had a discussion and staff provided further clarification regarding the following:

- How the single-phase study will affect the schedule
- Staff hire with PG&E experience
- Segment 2 cutover similarities to segment 4 cutover

- Flaggers at grade crossings
- Efficiency in getting trains completely off the right of way
- Reassessing the timeline closer to completion
- The systems for wireless grading crossing and whether the wireless solution will be completed sooner than the primary solution
- Waiting for the backup completion before opening for revenue service

#### Public comment

Vaughn commented on type of workforce used, high speed rail, climate change, and PG&E.

Jeff Carter, Millbrae, commented on foundation completion, poles, cost increases, the single phase, electric cars, and operations.

Adrian Brandt, San Mateo County, commented on safety statistics, wireless crossing activation system, two speed check increasing gate down time, GPS based systems for crossing downtimes, and quiet zones.

### **7. SERVICE PLANNING AND RIDERSHIP UPDATE**

Ted Burgwyn, Director of Rail Networks and Operations Planning, provided an update which included the following:

- Pandemic travel behavior, Bay Area Council Survey, regional transit ridership levels, and Caltrain ridership patterns
- Case Study: Downtown San Francisco in 2021 versus 2019
- Initial survey results, rider satisfaction, and former rider responses
- Near term outlook, corridor development activity, and next steps

Sebastian Petty, Deputy Chief of Planning, provided an update on the next steps which included the following:

- Fare revenue comparisons
- Longer term change in corridor ridership
- Board Workshop discussion later this year on financial analysis

Michelle Bouchard, Acting Executive Director, emphasized the importance of a Board discussion later regarding reports with other agencies on longer term structural issues with their financing.

*Chair Stone left at 4:30 p.m. after appointing Director Heminger Acting Chair.*

The Board members had a discussion and staff provided further clarification regarding

- Building a brand-new service for people
- Turning the three-day work week market into an advantage
- Upcoming workshop and potentially meeting in person



Public comment

Vaughn commented on Capital Corridor coordination with Altamont Corridor Express (ACE), commute traffic from the East Bay, and addressing longer trips.

Adrian Brandt, San Mateo County, commented on peaking at about 19 percent pre-pandemic, falling off, and needing to rethink fares and encouraging riders.

Jeff Carter, Millbrae, commented on rethinking the Caltrain schedule, running more service during off-peak hours and weekends, and keeping the price of the monthly pass low.

**8. COMMITTEE MEMBER REQUESTS**

Director Heminger requested information on whether the wireless connection would be complete before the backup is completed (PCEP).

**9. DATE/TIME OF NEXT REGULAR WPLP COMMITTEE MEETING: WEDNESDAY, FEBRUARY 23, 2021 AT 3:00 PM VIA ZOOM**

**10. ADJOURN**

The meeting adjourned at 4:46 p.m.

**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: JPB Work - Program - Legislative - Planning Committee

THROUGH: Michelle Bouchard  
Acting Executive Director

FROM: Casey Fromson  
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE AND APPROVAL OF LEGISLATIVE PROPOSAL:  
SUPPORT AB 2197 (MULLIN)**

Finance Committee  
Recommendation

Work Program-  
Legislative-Planning

Staff Coordinating  
Council Reviewed

Staff Coordinating Council  
Recommendation

**ACTION**

Staff proposes the Committee recommend the Board:

1. Receive the attached Federal and State Legislative Updates
2. Approve the recommended Peninsula Corridor Joint Powers Board (Caltrain) position on legislation designated for action on the attached State Legislative Matrix (available Week of 2/21).

**SIGNIFICANCE**

The 2022 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: Lori Low  
Government & Community Affairs Officer

650.740.6264



February 11, 2022

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 – March 2022**

---

### **General Update**

The second year of the 2021-22 Legislative Session is underway and the Legislature has been focused on budget committee meetings to hear the Governor's Fiscal Year 2022-23 budget proposals. In parallel to the budget review, Legislators have been busy introducing bills. As of this writing, approximately 600 bills were introduced since reconvening January 3. We expect several hundred more to be introduced by the February 18 [bill introduction deadline](#).

### **Governor Newsom Names Toks Omishakin Secretary of California State Transportation Agency**

On February 7, Governor Newsom announced the appointment of Toks Omishakin to the role of Secretary of the California State Transportation Agency Secretary (CalSTA). Omishakin, who will succeed Acting CalSTA Secretary Elissa Konove, currently serves as Director of the California Department of Transportation (Caltrans). As you may recall, Konove was elevated to the role of Acting CalSTA Secretary, following the resignation of David Kim from his role of CalSTA Secretary earlier this year.

### **Governor Newsom Signs Bill Reinstating COVID-19 Supplemental Paid Sick Leave**

On February 9, Governor Newsom signed SB 114 (Committee on Budget and Fiscal Review), requiring employers (including public agencies) with more than 25 employees to provide COVID-19 supplemental paid sick leave. The law, effective February 19 and retroactive to January 1, 2022, requires employers to provide up to 40 hours of COVID-19 supplemental paid sick leave to a covered employee, if the employee is unable to work or telework because the employee is:

1. Subject to quarantine or isolation related to COVID-19 as defined by the State Department of Public Health, Centers for Disease Control and Prevention, or a local health officer who has jurisdiction over the workplace;
2. Advised by a health care provider to self-quarantine due to concerns related to COVID-19;
3. Attending an appointment for themselves or a family member to receive a COVID-19 vaccine or a vaccine booster;
4. Experiencing symptoms related to a COVID-19 vaccine or a vaccine booster that prevents the employee from being able to work;
5. Experiencing COVID-19 symptoms, and is seeking a medical diagnosis;
6. Caring for a family member who has symptoms from a COVID-19 vaccine or a vaccine booster;
7. Caring for a family member who is subject to quarantine or isolation; or,

8. Caring for a child whose school or place of care is closed due to COVID-19.

The law further requires employers to provide up to an additional 40 hours more of COVID-19 supplemental paid sick leave to a covered employee, if the employee, or a family member for whom the covered employee is providing care, tests positive for COVID-19.

The supplemental paid sick leave will remain in effect through September 30, 2022.

### **Bills with Recommended Action**

**AB 2197 (Mullin) – Caltrain Electrification Funding.** This bill appropriates \$260 million from the state’s General Fund to the California State Transportation Agency for the purpose of closing the funding gap for the Caltrain Electrification Project. *Recommend support.*

### **Bills of Interest**

**AB 1919 (Holden) – Free Student Transit Passes.** This bill is an intent bill that declares the intent of the Legislature to enact future legislation to provide free access to student transit passes for public school, CSU, UC, and CCC students.

**SB 917 (Becker) – Seamless.** This bill would require the Metropolitan Transportation Commission (MTC) to develop and adopt a Connected Network Plan; adopt an integrated transit fare structure; develop a comprehensive, standardized regional transit mapping and wayfinding system; develop an implementation and maintenance strategy and funding plan; and establish open data standards to support a more integrated public transportation network in the nine-county San Francisco Bay Area. This bill would also require the region’s transit agencies to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards

**SB 922 (Wiener) – CEQA Exemptions for Transit.** This bill would permanently extend statutory exemptions from the requirement of the California Environmental Quality Act for clean transportation projects, including charging and facilities for zero-emission rail, station-area improvements, and first/last mile connections for bike and ped. This bill is a follow up to SB 288 (Wiener, 2020) which Caltrain supported. This bill was introduced on February 3 and because the Senate waived the 30-day waiting period for this bill (and the other Senate bills below), it is eligible to be heard in policy committee before March 6.

**SB 942 (Newman) Low Carbon Transit Operations Program: Free or Reduced Fare Transit Program.** This bill would provide California public transit agencies with the flexibility to use Low Carbon Transit Operations Program funds for free or reduced-fare transit programs on an ongoing basis. This flexibility will ensure the long-term sustainability and benefits of free youth ridership programs that expand access to public transit and create lifelong riders.

### **Grants**

***Transit and Intercity Rail Capital Program (\$500 million - \$600 million in Cycle 5)*** – The Transit and Intercity Rail Capital Program (TIRCP) provides grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases,

vehicle miles traveled, and congestion. Eligible projects include zero-emission vehicles and associate fueling or charging infrastructure of facility modifications.

**Current Guidelines:** Found [here](#)

**Status:** [Funding cycle open; project applications due March 3, 2022](#)

The CTC is [currently hosting workshops](#) (through April 2022) for the three SB 1 programs it oversees – the Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP), and the Trade Corridor Enhancement Program (TCEP). The CTC will solicit applications for the next round of funding in Summer 2022 and announce project awards in Summer 2023. As a reminder, in late-2020, the California Transportation Commission [awarded grants](#) for three SB 1 programs – the [Solutions for Congested Corridors Program](#), [Local Partnership Program](#), and the [Trade Corridor Enhancement Program](#).

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

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

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

Transit and Intercity Rail Capital Program – As discussed above, 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 five 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 2/22/2022

Bill Number (Author)	Summary	Location	Position
<p><a href="#">AB 1260</a> (<a href="#">Chen R</a>)</p> <p>California Environmental Quality Act: exemptions: transportation-related 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 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. This bill would further exempt from the requirements of CEQA projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission trains, provided certain requirements are met, including giving prior notice to the public and holding a noticed public meeting, as provided. This bill contains other existing laws.</p> <p>Amended: 7/6/2021</p>	Senate 2 year	Watch
<p><a href="#">AB 1919</a> (<a href="#">Holden D</a>)</p> <p>Transportation: free student transit passes.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would state the intent of the Legislature to enact future legislation to ensure all public school pupils and all students attending the California State University, the University of California, and the California Community Colleges receive free and unfettered access to student transit passes.</p> <p>Introduced: 2/9/2022</p>	Assembly Print	Watch
<p><a href="#">AB 2061</a> (<a href="#">Ting D</a>)</p> <p>Transportation electrification: electric vehicle charging infrastructure.</p>	<p>Existing law creates the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission (Energy Commission), to provide, among other things, competitive grants and revolving loans to specified entities for those entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. Existing law requires the Energy Commission to develop and adopt an investment plan to determine priorities and opportunities for the program. Existing law requires the Energy Commission, in consultation with the State Air Resources Board (state board), as part of the development of the investment plan, to assess whether charging station infrastructure is disproportionately deployed, as specified, and, upon finding disproportionate deployment, to use moneys from the Alternative and Renewable Fuel and Vehicle Technology Fund, as well as other mechanisms, including incentives, to more proportionately deploy new charging station infrastructure, except as specified. Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities are under the direction of their governing boards. Existing law requires the PUC, in consultation with the Energy Commission and the state board, to direct electrical corporations to file applications for</p>	Assembly Print	Watch

	<p>programs and investments to accelerate widespread transportation electrification to, among other things, reduce dependence on petroleum and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. The PUC is required to approve, or modify and approve, programs and investments in transportation electrification, including those that deploy charging infrastructure, through a reasonable cost recovery mechanism, if certain requirements are met. Beginning July 1, 2023, this bill would require a person who receives an incentive funded by a state agency or through a charge on ratepayers to install, own, or operate a charging station, in whole or in part, to report charging station uptime, as defined. The bill would require the Energy Commission, in consultation with the PUC, to develop a formula to calculate uptime to provide consistent, standardized reporting of information. This bill contains other existing laws.</p> <p>Introduced: 2/14/2022</p>		
<p><a href="#">AB 2197</a> (Mullin D) Caltrain electrification project: funding.</p>	<p>Existing law provides for the creation of the Peninsula Corridor Joint Powers Board, which operates Caltrain as the commuter rail service along the San Francisco Peninsula commute corridor. This bill would appropriate \$260,000,000 from the General Fund to the Transportation Agency for allocation to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.</p> <p>Introduced: 2/15/2022</p>	Assembly Print	Pending
<p><a href="#">AB 2237</a> (Friedman D) Regional transportation plan: Active Transportation Program.</p>	<p>(1) Existing law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. This bill would require the council to convene key state agencies, metropolitan planning agencies, regional transportation agencies, and local governments to assist the council in completing the report. The bill would require that the report be completed by July 1, 2024, and additionally assess, among other things, barriers to the achievement of, and recommend actions at the state, regional, and local levels to achieve, state and regional greenhouse gas emissions reduction targets related to the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, as specified. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/16/2022</p>	Assembly Print	Watch
<p><a href="#">AB 2357</a> (Ting D) Surplus land.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements prior to disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under existing law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. This bill would also require the department to maintain on its internet website a listing of all entities, including housing sponsors, that have notified the department of their interest in surplus land for the purpose of developing low- and moderate-income housing. This bill contains other related</p>	Assembly Print	Watch

	<p>provisions and other existing laws.</p> <p>Introduced: 2/16/2022</p>		
<p><a href="#">AB 2438</a> (<a href="#">Friedman D</a>)</p> <p>Transportation projects: alignment with state plans.</p>	<p>Existing law requires the Department of Transportation to prepare the California Transportation Plan for submission to the Governor and the Legislature, to complete the 3rd update to the plan by December 31, 2025, and to update the plan every 5 years thereafter, as a long-range planning document that incorporates various elements and is consistent with specified expressions of legislative intent. The plan is required to consider various subject areas for the movement of people and freight, including environmental protection. This bill would require all transportation projects funded at the local or state level to align with the California Transportation Plan and the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency. To the extent the bill imposes additional duties on local agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/17/2022</p>	Assembly Print	Watch
<p><a href="#">AB 2441</a> (<a href="#">Kalra D</a>)</p> <p>Public employment: local public transit agencies: new technologies.</p>	<p>Existing law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matter subject to collective bargaining. This bill would prescribe requirements for public transit employers in connection with the introduction of new technologies for public transit services that introduce new products, services, or type of operation, as specified, or that eliminate jobs or job functions of the workforce to which they apply. The bill would require a public transit employer to provide notice, as specified, to the applicable exclusive employee representative of its intention to begin any procurement process or a plan to acquire or deploy to new technologies for public transit services, as described above, not less than 12 months before commencing the process, plan, or deployment. The bill would also prescribe subjects in this regard that would be mandatory subjects of collective bargaining, including creating plans to train and prepare the affected workforce to fill new positions created by a new service or product.</p> <p>Introduced: 2/17/2022</p>	Assembly Print	Watch
<p><a href="#">ACA 1</a> (<a href="#">Aguilar-Curry D</a>)</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>(1)The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 12/7/2020</p>	Assembly Local Government	Support



<p><a href="#"><b>SB 674</b></a> (<a href="#"><b>Durazo D</b></a>)</p> <p>Public Contracts: workforce development: covered public contracts.</p>	<p>Existing law establishes the Labor and Workforce Development Agency, under the supervision of the Secretary of Labor and Workforce Development. Existing law establishes within the Labor and Workforce Development Agency, the Department of Industrial Relations, to foster, promote, and develop the welfare of the wage earners of California and to advance their opportunities for profitable employment, among other duties. This bill would require the Labor and Workforce Development Agency to create 2 programs, to be known as the California Jobs Plan Program and the United States Jobs Plan Program. The bill would require the programs to meet specified objectives, including supporting the creation and retention of quality, nontemporary full-time jobs, as specified, and the hiring of displaced workers and individuals facing barriers to employment. The bill would require, as a component of applications for covered public contracts, as defined, the creation of forms for each program that state the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract. These components of the application would be known as the California Jobs Plan and the United States Jobs Plan, which the bill would define. Pursuant to these definitions, applicants for covered public contracts would state the minimum number of jobs, proposed wages, benefits, investment in training, specific protections for worker health and safety, and targeted hiring plans for displaced workers and individuals facing barriers to jobs, as specified, in exchange for covered public contracts. The bill would require an applicant for a covered public contract that uses entirely state and local funds to complete a California Jobs Plan form, while applicants for covered public contracts that use any amount of federal funds would complete the United States Jobs Plan. This bill contains other related provisions and other existing laws.</p> <p>Amended: 8/30/2021</p>	<p>Assembly 2 year</p>	<p>Watch</p>
<p><a href="#"><b>SB 771</b></a> (<a href="#"><b>Becker D</b></a>)</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, a qualified motor vehicle, as defined, sold to a qualified buyer, as defined. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund. This bill contains other related provisions and other existing laws.</p> <p>Amended: 5/11/2021</p>	<p>Assembly 2 year</p>	<p>Watch</p>
<p><a href="#"><b>SB 917</b></a> (<a href="#"><b>Becker D</b></a>)</p> <p>Seamless Transit Transformation Act.</p>	<p>Existing law creates the Metropolitan Transportation Commission, as a local area planning agency and not as a part of the executive branch of the state government, to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma. This bill would require the commission to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified. The bill would require the region's transit agencies, as defined, to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and</p>	<p>Senate Transportation</p>	<p>Watch</p>

	<p>maintenance strategy and funding plan, and open data standards, as provided. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/3/2022</p>		
<p><a href="#">SB 922</a> (<a href="#">Wiener D</a>)</p> <p>California Environmental Quality Act: exemptions: transportation-related 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 on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would extend the above exemption indefinitely. The bill would also repeal the requirement that the bicycle transportation plan is for an urbanized area and would extend the exemption to an active transportation plan or pedestrian plan, or for a feasibility and planning study for active transportation, bicycle facilities, or pedestrian facilities. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/3/2022</p>	Senate Environmental Quality	Watch
<p><a href="#">SB 942</a> (<a href="#">Newman D</a>)</p> <p>Low Carbon Transit Operations Program: free or reduced fare transit program.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates specified portions of the annual proceeds in the fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Existing law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys, as specified. This bill would authorize a transit agency that uses program moneys to fund a free or reduced fare transit program and that demonstrates compliance with the above-described requirements in its initial program application to continue to use those moneys to maintain that program on an ongoing basis without demonstrating continued compliance with those requirements. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/8/2022</p>	Senate Transportation	Watch
<p><a href="#">SB 1161</a> (<a href="#">Min D</a>)</p> <p>Transit districts: street harassment initiatives.</p>	<p>Existing law creates various transit districts throughout the state, with specified powers and duties relative to providing public transit service. Existing law provides various provisions applicable to all public transit and transit districts. This bill would require certain transit districts to develop and implement initiatives to address the street harassment, as defined, of persons traveling by their systems at any point along the whole journey, as defined, and to consider the</p>	Senate Rules	Watch

	<p>safety concerns and needs of these persons when planning, designing, and operating their systems. The bill would require these initiatives to be developed based on specified ridership data and in coordination and consultation with persons who travel by their systems, and would require those transit agencies to conduct outreach in multiple languages in order to reach limited English proficient persons impacted by street harassment. The bill would require these initiatives to include changes to policies, design, operations, or other aspects of transit systems, as specified. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/17/2022</p>		
<p><b><a href="#">SB 1410</a> (Caballero D)</b></p> <p>California Environmental Quality Act: transportation impacts.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that the lead agency 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 instead would require the criteria for determining the significance of transportation impacts of projects within transit priority areas to only promote the reduction of greenhouse gas emissions. The bill would retain the metric for traffic levels of service for projects outside transit priority areas, and require the potential metrics described above to only apply to projects within transit priority areas. This bill contains other existing laws.</p> <p>Introduced: 2/18/2022</p>	<p>Senate Rules</p>	<p>Watch</p>

# Holland & Knight

800 17th Street, NW, Suite 1100 | Washington, DC 20006 |  
T 202.955.3000 | F 202.955.5564 Holland & Knight LLP | [www.hklaw.com](http://www.hklaw.com)

## **Caltrain As of February 16, 2022 Federal Transportation Report**

### *Congressional Update*

#### **Capitol Hill State of Play**

- Lawmakers have returned to Washington for the second session of the 117<sup>th</sup> with much left on their to-do list, while facing election-year headwinds. Both chambers are in session for a brief 100 days of in-person session in Washington, and the year will quickly become focused on the November 2022 mid-term elections with Democratic House and Senate majorities at stake; any significant legislation will be raised with an eye toward the November elections.
- President Biden will deliver his State of the Union address on March 1, during which the president is expected to preview his FY 2023 budget request. The budget request will be formally introduced shortly after the State of the Union.

#### **Federal Appropriations Negotiations Underway**

- Lawmakers' agenda also includes legislation to fund the federal government in fiscal year (FY) 2022. The current stopgap spending measure (CR) expires Feb. 18. Last week, the House passed a short-term CR that continues to fund the federal government until March 11. The Senate is expected to pass it by February 18.
- Lawmakers are seeking to avoid a year-long CR that would translate into flat funding for many programs; would not include the increased funding for the Bipartisan Infrastructure Law transit formula programs and will not allow any new programs that the bill created to be implemented until FY 2022 appropriations bill is signed into law.
- Senate Appropriations Committee leadership has announced that a framework for a full-year FY 2022 omnibus spending bill has been reached.
- While additional time is needed for appropriators to decide on dollar amounts for each subcommittee, progress is being made. Senate Appropriations Chairman Patrick Leahy (D-VT) said last week that the committee is "close" to sending subcommittee leaders their allocations in order for them to begin producing their final bills.
- Expectation is that an FY 2022 omnibus appropriations bill will be ready and voted on prior to March 11. After the FY 2022 bill is completed, Congress will begin to work on the FY 2023 appropriations bills.

## *Department of Transportation Update*

### FTA Releases Partial Apportionments

- On February 4, the Federal Transit Administration (FTA) announced nearly \$5 billion in FY 2022 transit formula funding available to transit agencies and states.
- These [apportionment tables](#) show a breakdown of funding based on statutory formulas.
- Full-year apportionments will be available after Congress passes an omnibus appropriations bill.

### White House to Host Infrastructure Webinars

- The White House is launching “Infrastructure School”, a series of twelve webinars over the coming weeks that will provide an in-depth look into the programs contained within each of the twelve major chapters in [Bipartisan Infrastructure Law Guidebook](#).
- The sessions are organized into issues areas and are outlined with registration links below:
  - Electric Vehicles: Tuesday, February 22 at 4 – 5 PM ET [[Register](#)]
  - Public Transportation: Thursday, February 24 at 4 – 5 PM ET [[Register](#)]
  - Rail Road: Tuesday, February 28 at 4 – 5 PM ET [[Register](#)]
  - Roads, Bridges and Major Projects: Thursday, March 3 at 4 – 5 PM ET
  - Safety: Tuesday, March 8 at 4 – 5 PM ET
  - Resilience: Thursday, March 17 at 4 – 5 PM ET
- The administration has also released a tentative infrastructure communications planning calendar to help amplify messaging and events around the bipartisan infrastructure law implementation. Holland & Knight has shared this with Caltrain.

### DOT Announces Availability of \$1.5 Billion in RAISE Grant Funding

- On January 28, the Department of Transportation (DOT) published a Notice of Funding Opportunity ([NOFO](#)) for \$1.5 billion in grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program.
- This is the first discretionary funding program to accept applications as directed by the Bipartisan Infrastructure Bill. The \$1.5 billion in available funding for 2022 represents a 50 percent increase in available funds compared to last year.
- Projects will be evaluated on statutory criteria including safety, environmental sustainability, quality of life, economic competitiveness (including workforce opportunities) and opportunity, state of good repair, partnership, and innovation. DOT is

also encouraging applicants to consider how projects can address climate change, ensure racial equity, and remove barriers to opportunity.

- Under the IIJA, 2022 RAISE applications will also be evaluated on the criteria of mobility and community connectivity.
- At least \$15 million in funding is guaranteed to go towards projects located in Areas of Persistent Poverty or Historically Disadvantaged Communities. To help reach this goal, the Department has launched a [tool](#) that will allow applicants to determine if their project location is considered as a Historically Disadvantaged Community.
- The deadline for applications is 5 p.m. EST on April 14, 2022, and selections will be announced no later than August 12, 2022.

#### Amit Bose Is Confirmed as Administrator of the Federal Railroad Administration

- On January 12, Amit Bose was confirmed as the 15th Administrator of the Federal Railroad Administration (FRA).
- As FRA Administrator, Bose will lead safety regulatory oversight of more than 800 freight and passenger railroads, national rail policy, planning and environmental activities, as well as the agency's financial assistance grant programs. Bose will also oversee FRA programs to improve and modernize the nation's freight and passenger rail network by administering an unprecedented \$66 billion investment in rail projects under the IIJA.
  - Those funds will be supplemented by an additional \$36 billion in annual authorized appropriations over five years to support projects and programs that improve safety, reliability, efficiency, resiliency, equity, and sustainability.
- Bose previously worked at HNTB, an architectural and engineering firm and at DOT during the Obama-Biden Administration as FRA's Director of Governmental Affairs, Senior Advisor, Chief Counsel, and ultimately as Deputy Administrator. He also served in the Office of the Secretary as Associate General Counsel and Deputy Assistant Secretary for Governmental Affairs.

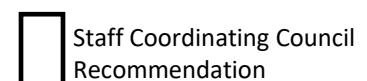
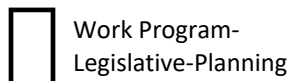
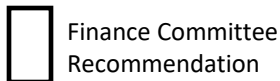
**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michelle Bouchard  
Acting Executive Director

FROM: Robert Barnard  
Deputy Chief, Rail Development

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT –  
2ND QUARTER FISCAL YEAR 2022**



**ACTION**

Staff Coordinating Council recommends the Board receives the Capital Projects Quarterly Status Report which has been retooled with a new format. The report is in the following link:

[https://www.caltrain.com/Assets/\\_Finance/Quarterly+Capital+Program+Status+Report/JPB/JPB+Quarterly+Report+FY22+Q2.pdf](https://www.caltrain.com/Assets/_Finance/Quarterly+Capital+Program+Status+Report/JPB/JPB+Quarterly+Report+FY22+Q2.pdf)

**SIGNIFICANCE**

The Capital Projects Quarterly Status Report is submitted to keep the Board advised as to the scope, budget and progress of current ongoing capital projects.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

Staff prepares the Capital Projects Quarterly Status Report for the Board on a quarterly basis. The report is a summary of the scope, budget and progress of capital projects. It is being presented to the Board for informational purposes and is intended to better inform the Board of the capital project status.

Prepared By: Robert Cheung  
Deputy Director, Project Controls

650.730.0296

# Capital Programs Quarterly Progress Report FY22 – Q2



WPLP Committee



# Revised Capital Program

- Re-tooling Project Delivery
- Capital Program Quarterly Report: FY22 – Q2
- Focus Project Report

# Re-Tooling Project Delivery

- Goal
  - Stabilize rail organization to ensure appropriate resources are in place to **deliver the service vision**
  - Rebuild and strengthen team to create the technical capacity and capability to design, build and manage work with **excellence**

# Re-Tooling Project Delivery

- Implementation
  - People
  - Tools and Reporting – manage what you measure
  - Organizational Development – strengthen the team
  - Delivery Tools

# Revised Capital Program




- Re-tooling Project Delivery
- **Capital Program Quarterly Report: FY22 – Q2**

# Revised Capital Program Quarterly Report: FY22 – Q2

- Caltrain's Rail Development Team is currently managing **22 capital projects**
  - 7 in **Construction**
  - 3 in **Bidding**
  - 12 in **Design**

# Revised Capital Program Quarterly Report: FY22 – Q2




- Key Performance Indicator Summary

Status Light	Safety	Schedule	Budget	Funding
 Green	100.0%	53.8%	92.3%	76.9%
 Yellow	0.0%	19.2%	3.8%	15.4%
 Red	0.0%	26.9%	3.8%	7.7%

(Percentage of projects in each status light by performance category)

# Revised Capital Program Quarterly Report: FY22 – Q2

- Key Performance Indicator Summary

Status Light	Safety	Schedule	Budget	Funding
 Green	100.0%	53.8%	92.3%	76.9%
 Yellow	0.0%	19.2%	3.8%	15.4%
 Red	0.0%	26.9%	3.8%	7.7%

(Percentage of projects in each status light by performance category)

- Schedule KPI**  
Significant area of the team's focus

# Revised Capital Program Quarterly Report: FY22 – Q2

- Program Trend Summary

Status Changes	Projects	Pct. Projects
All green	9	40.9%
Improved (except all green)	1	4.5%
Got worse	7	31.8%
Stayed the same (except all green)	5	22.7%
<b>Total Projects</b>	<b>22</b>	



# Revised Capital Program Quarterly Report: FY22 – Q2

- Program Trend Summary

Status Changes	Projects	Pct. Projects
All green	9	40.9%
Improved (except all green)	1	4.5%
Got worse	7	31.8%
Stayed the same (except all green)	5	22.7%
<b>Total Projects</b>	<b>22</b>	

- Mitigation plans** developed and being implemented
  - Some projects to be **re-baselined** with changed conditions

# Revised Capital Program Quarterly Report: FY22 – Q2

- **Concerning List** (Projects with **Red Status** Lights)

- 25<sup>th</sup> Ave Grade Separation
- Mary Avenue Traffic Signal Pre-emption
- Automatic Passenger Counters at San Francisco 4<sup>th</sup> & King Station Construction

---

- Bayshore Station Overpass Pedestrian Bridge Rehabilitation
- Broadband Project Bidding

---

- Guadalupe River Bridges Replacement and Extension
- Burlingame Broadway Grade Separation
- Rengstorff Grade Separation Design

- **Mitigation plans** in process to address variance from project baseline

# Revised Capital Program Quarterly Report: FY22 – Q2

- **Concerning List** (Projects with **Red Status** Lights)

- 25<sup>th</sup> Ave Grade Separation – **schedule**
- Mary Avenue Traffic Signal Pre-emption - **schedule**
- Automatic Passenger Counters at San Francisco 4<sup>th</sup> & King Station - **schedule** Construction

---

- Bayshore Station Overpass Pedestrian Bridge Rehabilitation – budget/funding
- Broadband Project - **schedule** Bidding

---

- Guadalupe River Bridges Replacement and Extension - **schedule**
- Burlingame Broadway Grade Separation - **schedule**
- Rengstorff Grade Separation – **schedule** Design

- **Mitigation plans** in process to address variance from project baseline

# Revised Capital Program Quarterly Report: FY22 – Q2

- **Concerning List** (Projects with **Red Status** Lights)

- 25<sup>th</sup> Ave Grade Separation – schedule, **funding**
- Mary Avenue Traffic Signal Pre-emption - schedule
- Automatic Passenger Counters at San Francisco 4<sup>th</sup> & King Station - schedule Construction

---

- Bayshore Station Overpass Pedestrian Bridge Rehabilitation – **budget/funding**
- Broadband Project - schedule Bidding

---

- Guadalupe River Bridges Replacement and Extension - schedule
- Burlingame Broadway Grade Separation - schedule
- Rengstorff Grade Separation – schedule Design

- **Mitigation plans** in process to address variance from project baseline

# Revised Capital Program Quarterly Report: FY22 – Q2

- **Watching List** (Projects with **Yellow Status** Lights)

- 25<sup>th</sup> Ave Grade Separation
- South San Francisco Station Improvement Project Construction

---

- Bayshore Station Overpass Pedestrian Bridge Rehab
- Broadband Project
- Clipper Next Generation Validator Site Preparations Bidding

---

- Guadalupe River Bridge Replacement and Extension
- San Francisquito Creek Bridge Replacement - funding
- Churchill Ave Grade Crossing Design

- **Mitigation plans** in process to address variance from project baseline

# Revised Capital Program Quarterly Report: FY22 – Q2

- **Watching List** (Projects with **Yellow Status** Lights)

- 25<sup>th</sup> Ave Grade Separation - budget
- South San Francisco Station Improvement Project - **schedule** Construction

---

- Bayshore Station Overpass Pedestrian Bridge Rehab – **schedule**
- Broadband Project - funding
- Clipper Next Generation Validator Site Preparations - funding Bidding

---

- Guadalupe River Bridge Replacement and Extension - funding
- San Francisquito Creek Bridge Replacement - funding
- Churchill Ave Grade Crossing – **schedule** Design

- **Mitigation plans** in process to address variance from project baseline

# Revised Capital Program Quarterly Report: FY22 – Q2

- **Watching List** (Projects with **Yellow Status** Lights)

- 25<sup>th</sup> Ave Grade Separation - **budget**

- South San Francisco Station Improvement Project - schedule

Construction

---

- Bayshore Station Overpass Pedestrian Bridge Rehab – schedule

- Broadband Project - **funding**

- Clipper Next Generation Validator Site Preparations - **funding**

Bidding

---

- Guadalupe River Bridge Replacement and Extension - **funding**

- San Francisquito Creek Bridge Replacement - **funding**

- Churchill Ave Grade Crossing – schedule

Design

- **Mitigation plans** in process to address variance from project baseline

# Revised Capital Program Quarterly Report: FY22 – Q2

- Individual Project KPI Status (Portion shown)

Project Number	Title	Safety			Schedule			Budget			Funding		
		Oct	Nov	Dec	Oct	Nov	Dec	Oct	Nov	Dec	Oct	Nov	Dec
<b>CONSTRUCTION PHASE</b>													
<b>Grade Separations</b>													
002088	25th Avenue Grade Separation	●	●	●	●	●	●	●	●	●	●	●	●
<b>Stations</b>													
002146	South San Francisco Station Improvement	●	●	●	●	●	●	●	●	●	●	●	●
<b>ROW Bridges</b>													
002080	Marin and Napoleon Bridge Replacement	●	●	●	●	●	●	●	●	●	●	●	●
<b>ROW Grade Crossings</b>													
100333	FY2019 Grade Crossing Improvements	●	●	●	●	●	●	●	●	●	●	●	●
<b>ROW Communications &amp; Signals</b>													
100278	Mary Avenue Traffic Signal Preemption	●	●	●	●	●	●	●	●	●	●	●	●
<b>Fare Collection</b>													
100240	Ticket Vending Machines (TVM) Rehab	●	●	●	●	●	●	●	●	●	●	●	●
<b>Miscellaneous</b>													
100445	Automatic Passenger Counters at San Francisco 4th & King Station	●	●	●	●	●	●	●	●	●	●	●	●



# Revised Capital Program Quarterly Report: FY22 – Q2

- Example Executive Summary for each project

Caltrain - Quarterly Status Report









October-December 2021

Burlingame Broadway Grade Separation

Project No. 100244

Table 1. Status Summary and Total Project Performance

Project Phase: Final Design

Quarter	Safety	Schedule	Budget	Funding
Current	G 	R 	G 	G 
Previous	G 	R 	G 	G 

Progress (%)	Change Prev. Qtr.	EAC/Budget
3.3%	0.6%	100%

1. Continue to evaluate Value Engineering Option 3 with the City of Burlingame to revise center boarding platform to side boarding. Meeting set with executive leadership in early January 2022 to reach consensus.

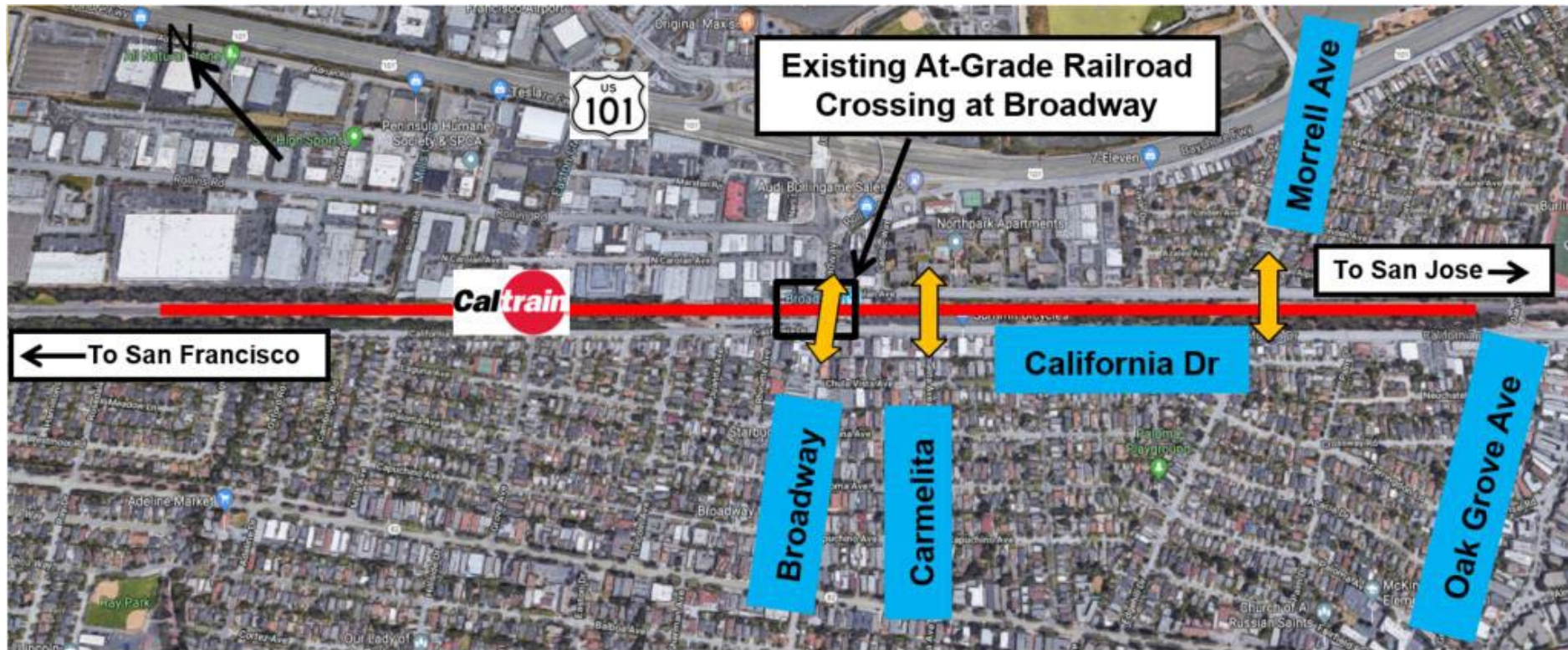
Issue and planned mitigation

# Revised Capital Program

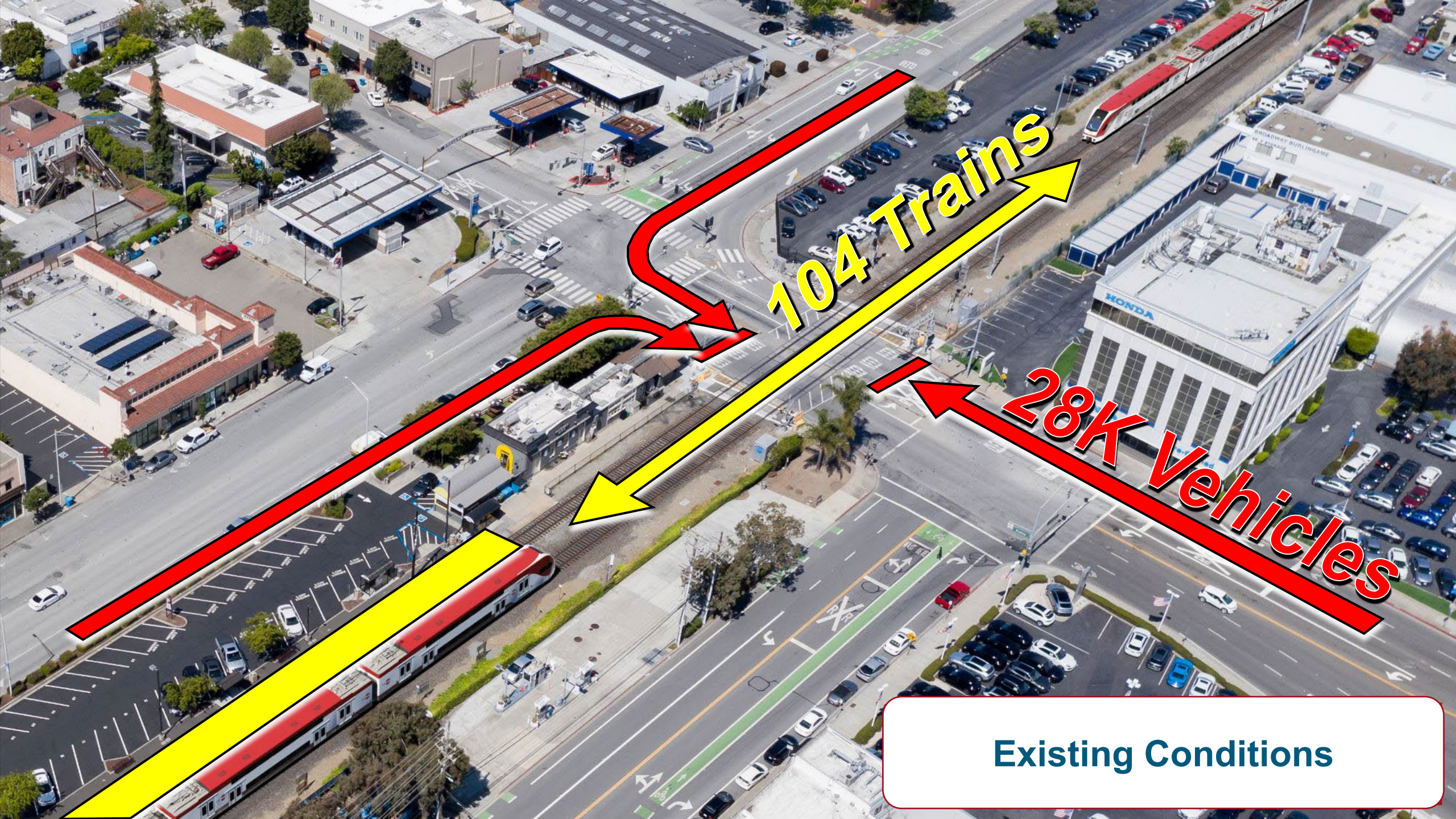
- Re-tooling Project Delivery
- Capital Program Quarterly Report: FY22 – Q2
- **Focus Project Report – Burlingame Broadway Grade Separation**

# Broadway Grade Separation Project

## Location: City of Burlingame



- Ped / Bike Access
- Broadway & Morrell Ave. to be grade-separated
- New grade separated access at Carmelita Ave.



104 Trains

28K Vehicles

Existing Conditions

# Project Goals

## *Enhance*

- East-west connectivity
- Pedestrian, bicyclist & motorist safety

## *Improve*

- Customer experience with new station
- Efficiency of rail operations

## *Reduce*

- Delays
- Automobile congestion & emissions

# Project Scope

- Grade separate the railroad and Broadway
- Build new station with center boarding platform with ramp and stair access
- Station parking on east side of tracks with access to/from Carolan Ave
- Pedestrian and bicycle crossings at Broadway, Carmelita, and Morrell
- Two temporary shoofly tracks east of existing mainline to maintain train operation during construction

Phase/Milestone	Completed
Project Study Report	Jan 2017
Prelim. Eng'g/Environ. Clearance	Oct 2020
RFP to complete Final Design	Sep 2020
Contract award to Mark Thomas & Co. for future phases of project	Nov 2020
Final Design phase kick-off <ul style="list-style-type: none"> <li>• Evaluated value-added modifications (VE Study)</li> <li>• Base-mapping</li> <li>• Utility mapping verification</li> <li>• Geotechnical exploration</li> <li>• Bus/bike &amp; pedestrian coordination</li> <li>• Hydraulic modeling</li> </ul>	Jan 2021
VE Options resolved	Jan 2022

# Status Update

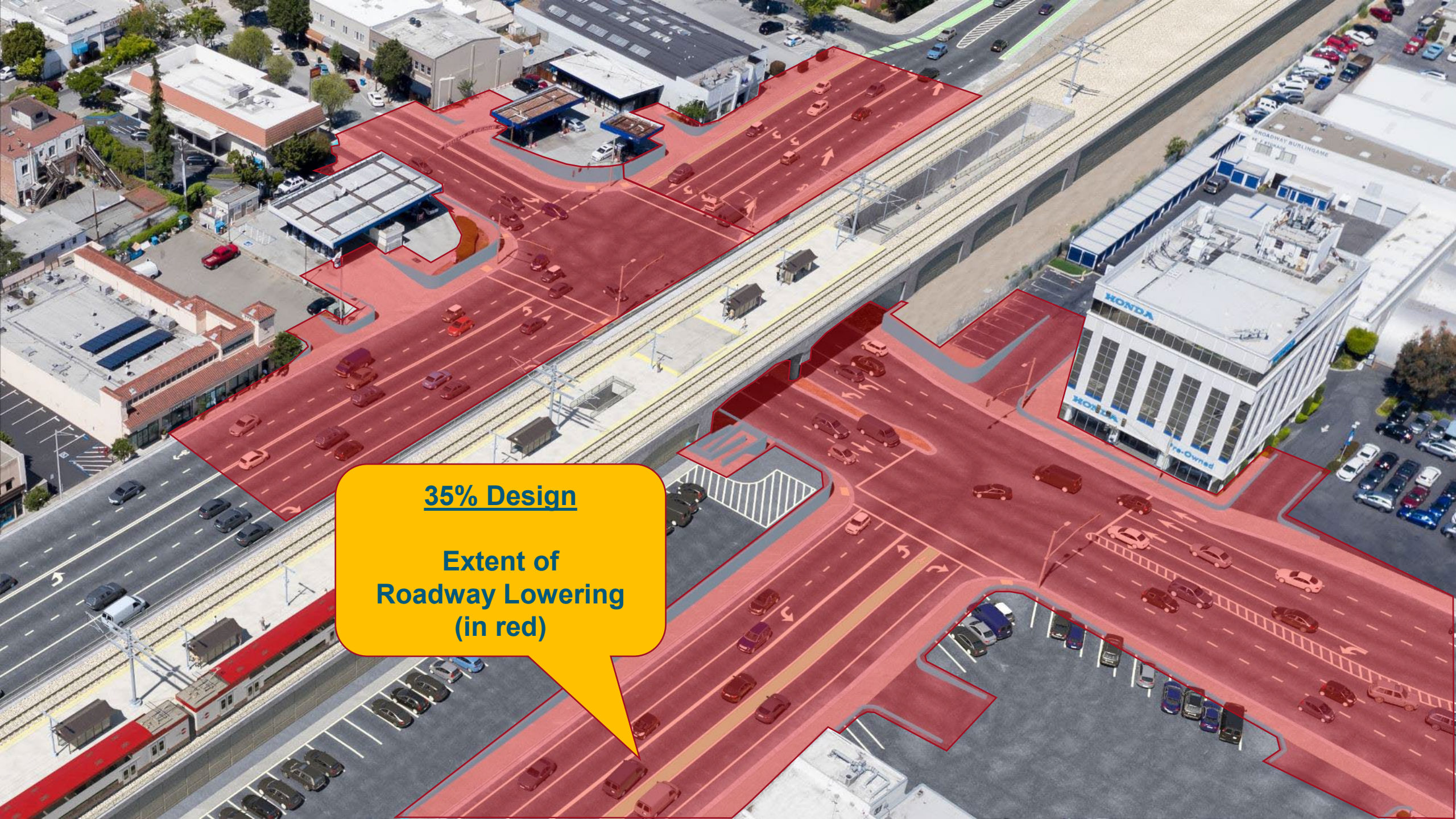
- The Project is Moving Forward
- Key Concerns Addressed

Extensive evaluation of  
**Value Engineering Concepts**  
 impacted project schedule

Value Engineering Concept	Status
VE No. 1 Broadway Structure – reduce depth	Approved
VE No. 2 Rail Profile - raise two feet	Approved
VE No. 3 Platform Configuration - change from center to side	Eliminated
VE No. 4 Carmelita Avenue Entrance – relocate	Approved
VE No. 5 Morrel Undercrossing – relocate	Approved

# Value Engineering





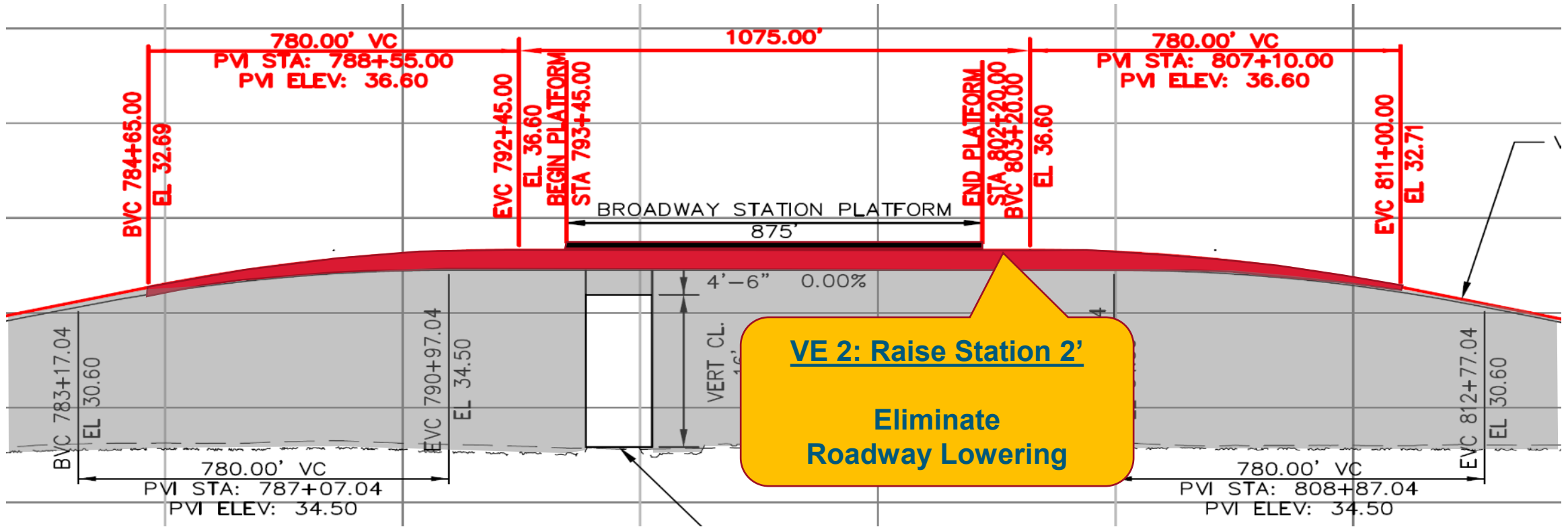
35% Design

Extent of  
Roadway Lowering  
(in red)



**VE 1: Shallower Structure**

**Reduced Extent of  
Roadway Lowering**





**Additional Spans for  
Bike/Ped Connection**

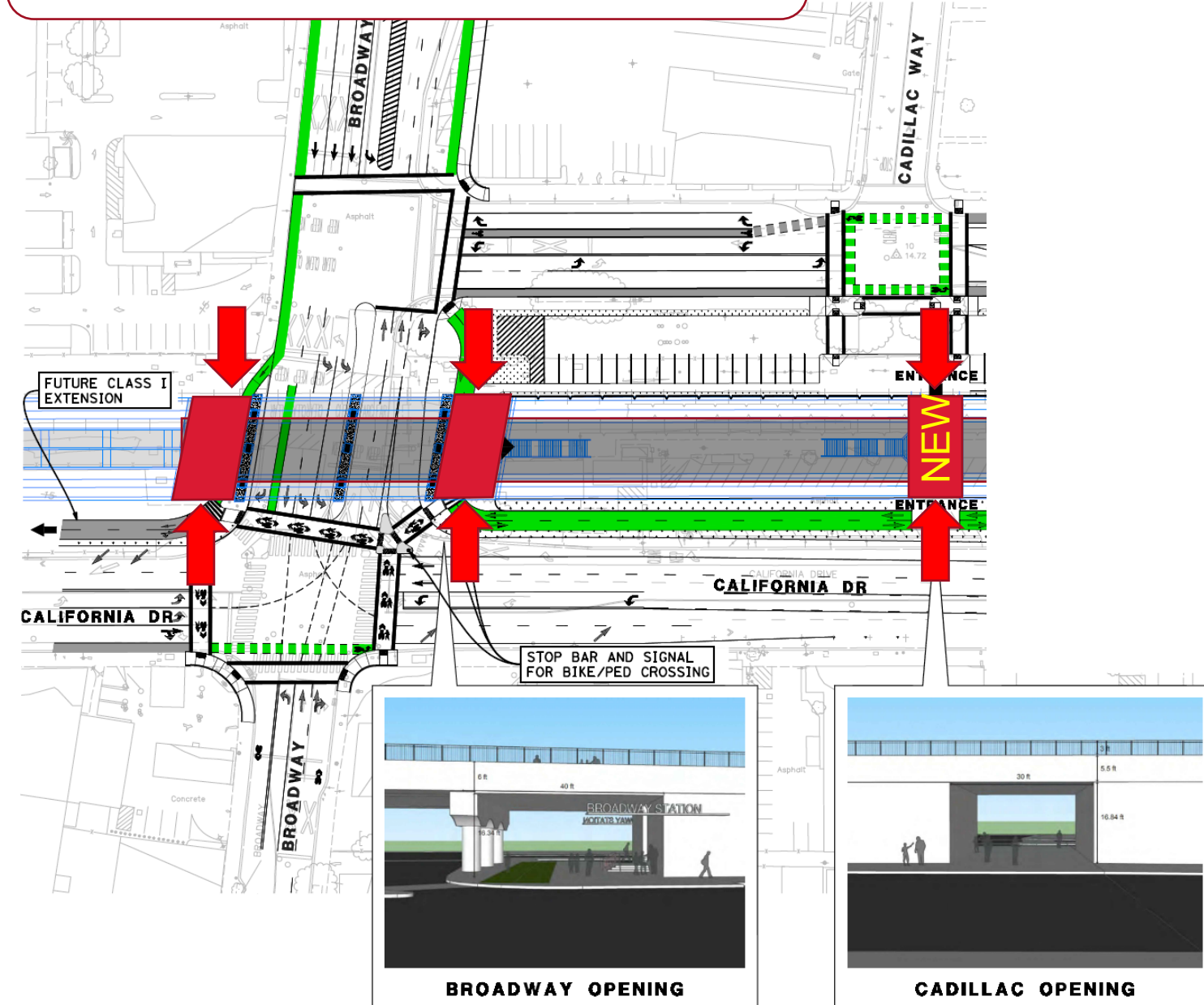


**Additional Spans for  
Bike/Ped Connection**

**Improved Connectivity**

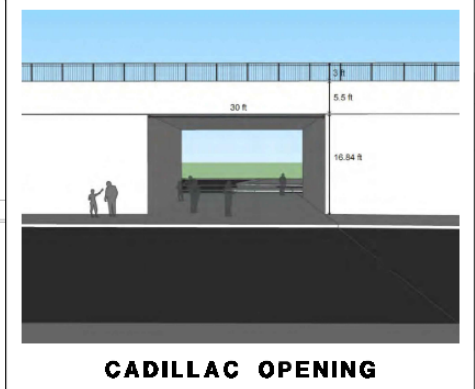
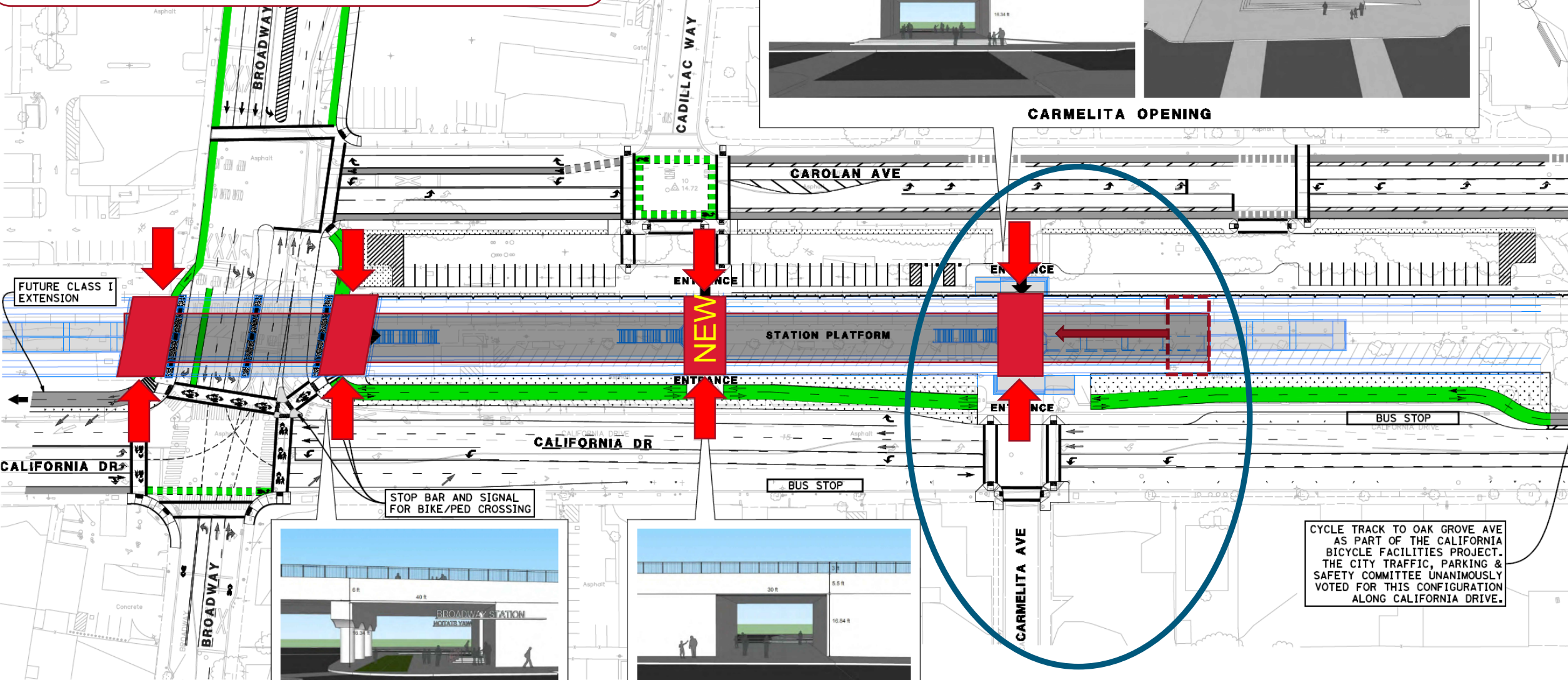
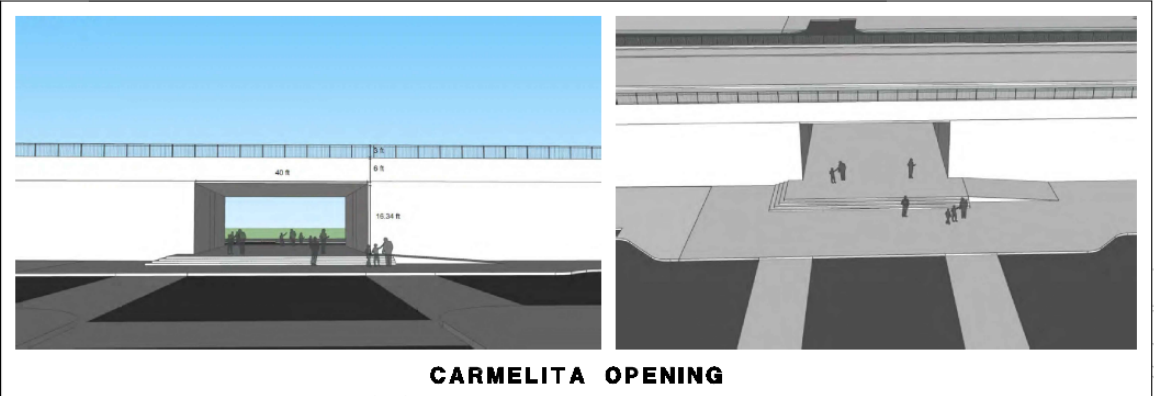
# Improved Connectivity

THE CARMELITA  
REQUIRED TO MEET  
WITH A LEVEL STATION  
STATION RAISE AND 2'  
TO ELIMINATE THE  
RING.



# Improved Connectivity

THE CARMELITA REQUIRED TO MEET WITH A LEVEL STATION WITH A LEVEL STATION RAISE AND 2' TO ELIMINATE THE RING.



CYCLE TRACK TO OAK GROVE AVE AS PART OF THE CALIFORNIA BICYCLE FACILITIES PROJECT. THE CITY TRAFFIC, PARKING & SAFETY COMMITTEE UNANIMOUSLY VOTED FOR THIS CONFIGURATION ALONG CALIFORNIA DRIVE.

## VE No. 4 Carmelita Ave Entrance - Relocate

# Improved Connectivity



**VE No. 5**  
**Morrel Undercrossing - Relocate**

# Project Schedule Update

Phase	Start	Finish
Project Study Report	Jan 2014	Jan 2017
Preliminary Engineering / Environmental Clearance	Mar 2017	Oct 2020
Final Design / Environmental Permits	Jan 2021	Jul 2024
Right of Way / Utilities	Jul 2023	Sep 2024
Construction	Jan 2025	May 2028

Current Phase



Will **re-baseline** project scope, schedule, and budget to incorporate selected value engineering alternatives



# Project Delivery Method

Exploring  
***Construction Manager / General Contractor (CM/GC)***

## Legal Framework

- Allowed per California Public Contract Code 103394 et seq.
- Used by Caltrans and others in California

## Goals

- Safely deliver high quality infrastructure
- Effective scope, schedule, budget Management
  - Early Contractor involvement
  - Early contracting packages like utility relocations
  - Constructability reviews
  - Appropriate risk allocation
  - Improved cost and schedule certainty
- Minimize impacts to community and Caltrain Operations
- Provide meaningful opportunity for diversity contracting

# Questions

FOR MORE INFORMATION

[WWW.CALTRAIN.COM](http://WWW.CALTRAIN.COM)



**PENINSULA CORRIDOR JOINT POWERS BOARD  
STAFF REPORT**

TO: Joint Powers Board

THROUGH: Michelle Bouchard  
Acting Executive Director

FROM: Sebastian Petty  
Chief Communications Officer

SUBJECT: **METROPOLITAN TRANSPORTATION COMMISSION (MTC) NETWORK MANAGEMENT  
BUSINESS CASE UPDATE**



Finance Committee  
Recommendation



Work Program-  
Legislative-Planning



Staff Coordinating  
Council Reviewed



Staff Coordinating Council  
Recommendation

**ACTION**

None

**SIGNIFICANCE**

MTC convened the Blue Ribbon Transit Recovery Task Force (the BRTRTF) in May 2020 in response to the COVID-19 pandemic. Membership of the BRTRTF included General Managers of a number of transit agencies, along with MTC Commissioners, State of California representatives and other key stakeholders. The first charge of the BRTRTF was to advise MTC on the fair distribution of federal relief funds under the 2020 Federal CARES Act. Next, the BRTRTF supported transit operators' efforts to determine essential public safety commitments as COVID protocols were evolving. Then in late 2020, the BRTRTF turned its focus to work on the Bay Area Transit Transformational Action Plan (Plan). The purpose of the Plan is to identify specific, near term actions needed to achieve a more connected, efficient and user-focused mobility network across the Bay Area and beyond.

The Plan was unanimously approved by the BRTRTF in July of 2021. The document identifies five key outcomes for the Bay Area's regional transit network in the areas of fares and payment, customer information, the transit network, accessibility and funding and further specifies 27 actions needed to advance the plan.

Within the overall Action Plan there are several studies that specifically address ongoing work in the area of transit coordination and governance. Of these, the Network Manager Business Case study is the most advanced and is the primary focus of this update. Caltrain staff, including Acting Executive Director Michelle Bouchard, participate in the Technical Advisory Committee (TAC) for the Network Manager Business Case study and the update to the WPLP Committee will include a summary of recent information shared with this group including information on the Business Case process and the range of potential

network management alternatives that will be evaluated as part of the study. The update will also highlight MTC's ongoing related work on the Regional Rail Partnerships Grant and a planned update to MTC's Resolution 3866.

**BUDGET IMPACT**

No budget impact.

Prepared By: Sebastian Petty  
Deputy Chief, Caltrain Planning

650.465.6301