



BOARD OF DIRECTORS 2021

DEVORA "DEV" DAVIS, CHAIR
STEVE HEMINGER, VICE CHAIR
CINDY CHAVEZ
JEFF GEE
GLENN HENDRICKS
DAVE PINE
CHARLES STONE
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=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.

October 27, 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 three (3) minutes. Items raised that require a response will be deferred for staff reply.
4. Approve Meeting Minutes of September 22, 2021 MOTION
5. State and Federal Legislative Update INFORMATIONAL
6. Peninsula Corridor Electrification Project (PCEP) Project Update INFORMATIONAL
7. Program Report: South San Francisco Caltrain Station Project INFORMATIONAL
8. Receive a Presentation on 22nd Street Station ADA Access Improvement Feasibility Study INFORMATIONAL
9. Committee Member Requests
10. Date/Time of Next Regular WPLP Committee Meeting:
Wednesday, November 24, 2021 at 3:00 pm via Zoom(additional location, if any, to be determined)
11. 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 SEPTEMBER 22, 2021**

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

MEMBERS ABSENT: None

STAFF PRESENT: M. Bouchard, D. Hansel, J. Harrison, S. Petty, C. Fromson, D. Santoro, D. Shockley, 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 3:03 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 governance, not wanting the status quo, attracting and retaining staff and project management.

Aleta Dupree, Oakland, commented on building a better Caltrain, continuing Zoom meetings, using phones to pay for items, and a seamless transit experience.

4. APPROVE MEETING MINUTES OF AUGUST 25, 2021

Motion/Second: Chavez/Heminger

Ayes: Chavez, Stone, Heminger

Noes: None

Absent: None

Public comment

Roland Lebrun, San Jose, commented on posting meeting transcripts online.

5. APPROVE 2022 WPLP COMMITTEE CALENDAR

Motion/Second: Chavez/Heminger

Ayes: Chavez, Stone, Heminger

Noes: None

Absent: None

6. STATE AND FEDERAL LEGISLATIVE UPDATE

Casey Fromson, Acting Chief Communications Officer, provided an update, which included the following:

- A bipartisan infrastructure bill and budget reconciliation bill
- Federal agency opportunities for additional funding and suspension of debt limit until 2022
- State funding not coming to fruition without the passing of the transportation package
- Garnering support for the electrification package from senators and leadership groups

Public comment

Roland Lebrun, San Jose, commented on \$10 billion for high-speed rail and going to the legislature with an original plan.

7. PENINSULA CORRIDOR ELECTRIFICATION PROJECT (PCEP) PROJECT UPDATE (oral)

Michelle Bouchard, Acting Executive Director, provided an update and discussed the following:

- Project overview update with an updated revenue service date
- Overall scope, project benefits and long-term service vision (equivalent of 5.5 lanes of freeway capacity)
- New project chief Pranaya Shrestha
- Construction Segment, OCS Foundations, OCS Wire, and electric trains
- Key milestones, project cost, top risks, and funding update
- Keeping two speed check work moving forward

Public comment

Aleta Dupree, Oakland, commented on John Funghi, foundation production at Fourth and King, and building foundations.

Roland Lebrun, San Jose, commented on the electrification project, heavy duty system work completion, being familiar with the dual speed check, and approaching trains needing a signal.

The Board members had a robust discussion and staff provided further clarification in response to the Board comments and questions on the current technology at the crossings and a detailed presentation on the signaling program.

8. UPDATE ON MARKETING EFFORTS RELATED TO INCREASING RIDERSHIP

Casey Fromson, Acting Chief Communications Officer, provided an update on the following:

- MTC (Metropolitan Transportation Commission) regional effort
- Caltrain All Aboard Caltrain Campaign, ticket sales and ridership
- Pulse Survey (safety, ridership, future frequency) and employer return to work plans
- Servicing new markets

Public comment

Roland Lebrun, San Jose, commented 18 percent increase in ridership, Google to Berryessa, and FlixBus.

Aleta Dupree, Oakland, commented on pre-pandemic raw numbers, returning riders in other states, half price fares making a difference, getting messages out that the train is running, and cost.

The Board members had a discussion and staff provided further clarification on mask compliance rate on Caltrain, and calling law enforcement for help if needed.

9. PENINSULA SHUTTLE STUDY RECOMMENDATIONS

Sebastian Petty, Director, Caltrain Policy Development, provided an introduction noting that this informational item is on a joint study conducted by SamTrans and Caltrain.

Daniel Shockley, Planner, provided a presentation including the following information:

- Shuttle program overview including performance, demand, finding shuttles, and organization complexity
- Study context, Caltrain's adopted fiscal year 2022 budget
- Agency roles in the shuttle program and each county
- Recent changes and recommendations including changes to management roles
- Next steps included receiving comments from the boards for Caltrain, SamTrans, SMCTA (San Mateo County Transportation Authority), Commute.org

Public comment

Roland Lebrun, San Jose, commented on his experience with riding between Bayshore, the Tamien shuttle Caltrain on the weekend, and San Fernando county funding.

The Board members had a discussion and staff provided further clarification on the significance of Broadway and how Caltrain would be involved.

10. COMMITTEE MEMBER REQUESTS

Director Heminger requested a soup to nuts presentation regarding the signaling program (how will it work, do we have the right technology, will we prevent placing flaggers at rail crossings, how the work is managed and gets done, and whether there are a series of challenges ahead of us, or not, at an appropriate time.

11. DATE/TIME OF NEXT REGULAR WPLP COMMITTEE MEETING: WEDNESDAY, OCTOBER 27, 2021 AT 3:00 PM VIA ZOOM

12. ADJOURN

The meeting adjourned at 4:22 p.m.

DRAFT

**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, Acting

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

Finance Committee
Recommendation

Work Program-
Legislative-Planning

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 the 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: Lori Low
Government & Community Affairs Officer

650.508.6391



October 11, 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 – November 2021**

General Update

Governor Newsom had until October 10 to act on the bills that were transmitted to him by the Legislature. In the first year of the 2021-2022 legislative session the Legislature sent the Governor 835 bills with the Governor signing 769 and vetoing 66 bills. Below is an update on the outcomes of the legislation that Caltrain followed closely or took a position on this year.

On Tuesday, September 14, voters in California rejected the petition to recall Governor Newsom from office by an overwhelming margin. With 32 days left for Secretary of State Weber to certify the election results, early tallies indicate that approximately 7.9 million votes were cast to reject the recall while 4.9 million votes were cast in favor of removing Governor Newsom from office. As of October 11, there were still about 75,000 ballots left to process.

Bills of Interest

AB 361 (R. Rivas) – Open Meetings: Teleconference. This bill would require a local agency to use teleconferencing without complying with the Brown Act when holding a meeting to declare or ratify a local emergency when state/local health officials have required or recommended social distancing. The bill would require that teleconferenced meetings provide notice of the meeting, post agendas, and means for public comment. Further, the bill prohibits local bodies from requiring public comment in advance of the meeting and require the body to make a series of findings related to the emergency 30 days after each meeting and every 30 days thereafter.

Amendments near the end of session added an urgency clause so the bill will go into effect immediately after it is signed.

The Governor signed this bill into law on September 16. Because the existing Brown Act Executive Order expired on September 30, the Governor also issued an Executive Order to make the provisions of AB 361 effective October 1, so the two standards do not conflict. *Caltrain was watching this bill.*

AB 629 (Chiu) – Seamless Bay Area. 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

and 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 also 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 and would require MTC in consultation with transit agencies to develop a standardized regional transit mapping and wayfinding system. 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.

The bill is a two-year bill. The author was recently appointed as San Francisco’s next City Attorney, so it remains to be seen what will happen with this bill when the Legislature returns in January. *Caltrain was watching the bill.*

SB 44 (Allen) – CEQA Streamlining for Transit. This bill would allow certain transit projects that meet environmental and labor requirements to have a streamlined judicial review period for CEQA. The bill was amended out of the Assembly Judiciary Committee to narrow the bill to Los Angeles projects or projects that connect to projects in Los Angeles.

The Governor signed this bill into law on October 7. *Caltrain supported this bill.*

SB 339 (Weiner) – Road Usage Pilot Program. This bill extends the Road Usage Charge Technical Advisory Committee until January 1, 2027 and requires the state Transportation Agency to implement a pilot program to test a road usage charge.

The Governor signed the bill into law on September 24. *Caltrain supported this bill.*

ACA 1 (Aguiar-Curry) – Local Government Financing. This constitutional amendment is a reintroduced version of ACA 1 (Aguiar-Curry) from last session, which failed to pass off the Assembly Floor 44-20. The measure would reduce the voter-approval threshold from two-thirds to 55 percent for cities and counties to issue bonds or raise taxes for public infrastructure, affordable housing or permanent supportive housing for the homeless.

The bill was never set for hearing, so it is a two-year bill. *Caltrain supported this bill.*

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.

On August 9, the California State Transportation Agency (CalSTA) released the [Transit and Intercity Rail Capital Program's](#) (TIRCP) Cycle 5 discussion [draft guidelines](#). CalSTA kicked off the TIRCP guideline development process for the 2022 cycle with a workshop on August 12, 2021 and noted it anticipates approximately \$500-600 million of new funding for projects statewide through Fiscal Year 2026-27.

The CTC is hosting workshops in Fall 2021 for the three SB 1 program – 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. 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](#). 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.

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 10/7/2021

| Active Bills | | | |
|---|---|--------------------|----------|
| Bill Number (Author) | Summary | Location | Position |
| AB 339 (Lee D) Local government: open and public meetings. | 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. Under existing law, a member of the legislative body who attends a meeting where action is taken in violation of this provision, with the intent to deprive the public of information that the member knows the public is entitled to, is guilty of a crime. This bill would require local agencies to conduct meetings subject to the act consistent with applicable state and federal civil rights laws, as specified. This bill contains other related provisions and other existing laws. Enrollment: 9/17/2021 | Assembly Vetoed | Watch |
| AB 361 (Rivas, Robert D) Open meetings: state and local agencies: teleconferences. | (1) 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, until January 1, 2024, 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 during a declared state of emergency, as that term is defined, when state or local health officials have imposed or recommended measures to promote social distancing, during a proclaimed state of emergency held for the purpose of determining, by majority vote, whether meeting in person would present imminent risks to the health or safety of attendees, and during a proclaimed state of emergency when the legislative body has determined that meeting in person would present imminent risks to the health or safety of attendees, as provided. This bill contains other related provisions and other existing laws. | Assembly Chaptered | Watch |

| | | | |
|--|---|--------------------|--------------------------|
| | Chaptered: 9/16/2021 | | |
| AB 1157 (Lee D) Controller: transportation funds: distribution and reporting requirements. | Existing law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year. This bill contains other related provisions and other existing laws. Chaptered: 9/22/2021 | Assembly Chaptered | Watch |
| SB 44 (Allen D) California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects. | The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would, until January 1, 2025, establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for an environmental leadership transit project, as defined, proposed by a public or private entity or its affiliates that is located wholly within the County of Los Angeles or connects to an existing transit project wholly located in that county and that is approved by the lead agency on or before January 1, 2024. The bill would require the project applicant of the environmental leadership transit project to take certain actions in order for those specified procedures to apply to the project. The bill would require the Judicial Council, on or before January 1, 2023, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review of the certification of an environmental impact report for an environmental leadership transit project or the granting of any project approval, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 365 calendar days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project. The bill would require the environmental leadership transit project to meet certain labor requirements. The bill would require the lead agency to prepare the EIR for an environmental leadership transit project in a specified manner and would require the concurrent preparation of the record of proceedings. The bill would specify that these requirements would only apply to the first 7 environmental leadership transit projects obtaining a certified environmental impact report. Because the bill would impose additional duties on the lead agency, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Enrollment: 9/9/2021 | Senate Chaptered | Support February 2021 |
| SB 339 (Wiener D) Vehicles: road usage charge pilot program. | Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until | Senate Chaptered | Support April 2021 |

| | | | |
|--|--|--|--|
| | <p>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 consult with appropriate state agencies 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>Chaptered: 9/24/2021</p> | | |
|--|--|--|--|

Inactive Bills

| | | | |
|---|--|------------------------|--------------|
| <p>AB 5 (Fong R)</p> <p>Greenhouse Gas Reduction Fund: High-Speed Rail Authority: K–12 education: transfer.</p> | <p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The 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> | <p>Assembly 2 year</p> | <p>Watch</p> |
| <p>AB 476 (Mullin D)</p> <p>Department of Transportation: state highways: part-time transit lane pilot program.</p> | <p>Existing law vests the Department of Transportation with full possession and control of the state highway system and associated real property. Existing law generally requires vehicles to be driven upon the right 1/2 of a roadway, defined to include only that portion of a highway improved, designed, or ordinarily used for vehicular travel. Existing law generally prohibits the driver of a vehicle from overtaking and passing another vehicle by driving off the paved or main-traveled portion of the roadway. This bill would require the Department of Transportation to establish a pilot program to authorize a transit operator or operators, in partnership with an eligible transportation agency, to operate part-time transit lanes, defined as designated highway shoulders that support the operation of transit vehicles during specified times. The bill would require the department by January 1, 2024, to develop guidelines for the safe operation of part-time transit lanes, as provided, a training program for transit operators to operate transit buses on the shoulders of highways within the state, and a program to identify transit buses authorized to be used or operated in part-time transit lanes within the state. The bill would require the eligible transportation agency to be responsible for all costs attributable to the project. Two years after commencing a project, the bill would require an operator or operators, in conjunction with the eligible transportation agency, to submit a report to the Legislature that includes certain</p> | <p>Assembly 2 year</p> | <p>Watch</p> |

| | | | |
|--|---|-----------------|-------|
| | <p>information about the project. This bill contains other existing laws.</p> <p>Amended: 9/7/2021</p> | | |
| <p>AB 629 (Chiu D)</p> <p>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> | Assembly 2 year | Watch |
| <p>AB 703 (Rubio, Blanca 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 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 agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would remove the notice requirements particular to teleconferencing and would revise the requirements of the act to allow for teleconferencing subject to existing provisions regarding the posting of notice of an agenda, provided that the public is allowed to observe the meeting and address the legislative body directly both in person and remotely via a call-in option or internet-based service option, and that a quorum of members participate in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the jurisdiction. 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>Amended: 4/29/2021</p> | Assembly 2 year | Watch |
| <p>AB 823 (Gray D)</p> <p>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</p> | Assembly 2 year | Watch |

| | | | |
|---|---|-----------------|-------|
| | <p>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> | | |
| <p>AB 1116 (Friedman D)</p> <p>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 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> | Assembly 2 year | Watch |
| <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> | Assembly 2 year | Watch |
| <p>AB 1260 (Chen R)</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</p> | Senate 2 year | Watch |

| | | | |
|--|---|---------------------------|-----------------------|
| | <p>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> | | |
| <p>ACA 1 (Aguiar-Curry D)</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 February 2021 |
| <p>SB 674 (Durazo D)</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> | Assembly 2 year | Watch |
| <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,</p> | Assembly 2 year | Watch |

| | | | |
|--|---|--|--|
| | <p>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> | | |
|--|---|--|--|

Holland & Knight

800 17th Street, NW, Suite 1100 | Washington, DC 20006 |
T 202.955.3000 | F 202.955.5564 Holland & Knight LLP | www.hklaw.com

Caltrain As of October 13, 2021 Federal Transportation Report

Democrats Examine Path Forward for Infrastructure, Reconciliation

- The August deal with House Democratic moderates dictated a vote on the bipartisan infrastructure bill, the *Infrastructure Investment and Jobs Act* (H.R. 3684), to be held the week of September 27. In essence, the deal sought to uncouple the timing of the infrastructure bill with the reconciliation package.
- However, as the week progressed, it was clear the House Democratic leadership did not have the votes to pass the infrastructure bill without more work being done on the reconciliation package.
- On October 1, President Biden met with the House Democratic conference to discuss a path forward on these two bills. The President encouraged them to stick together, compromise, and find a way to complete the work. Majority Leader Chuck Schumer (D-NY) agreed with the President's sentiment. In a Dear Colleague letter, Schumer said that passing the legislation, "Will require sacrifice. Not every member will get everything he or she wanted. But at the end of the day, we will pass legislation that will dramatically improve the lives of the American people". Sen. Schumer also noted that he believes this can be done in the month of October.
- On Saturday, October 2, House Speaker Nancy Pelosi (D-CA) reset the clock, giving her chamber until October 31 to negotiate an agreement on the infrastructure bill and the reconciliation bill.
- Also on October 2, Congress quickly passed a 30-day extension of the expiring surface transportation authorization (the FAST Act) that was included in the Infrastructure Investment and Jobs Act. The legislation authorizes spending from highway and mass transit accounts of the Highway Trust Fund and the general fund of the Treasury based on amounts appropriated in fiscal 2021 for surface transportation programs.
- Now, the goal is to enact the infrastructure bill as well as the reconciliation bill by the end of October. However, time is limited. House and Senate committees still need to draft the final reconciliation bill. They will then take the bill text to the Senate parliamentarian for approval. This means both chambers must agree on a topline funding number on the reconciliation bill soon.

Debt Ceiling Standstill

- Another major challenge facing Congress is addressing the impending debt ceiling, which Treasury Secretary Janet Yellen has said will be reached on October 18.
- On Tuesday, October 12, the House passed the short-term extension of the debt limit, which the Senate passed late last week.
 - The extension is through December 3, which is also the deadline for funding of key programs such as flood insurance extended under the FY 2022 continuing resolution (CR).
- Republicans have called on Democrats to make a long-term increase to the debt ceiling using the budget reconciliation process that does not require GOP support. Both chambers and the White House are continuing negotiations on the reconciliation bill as well as the Infrastructure Investment and Jobs Act..

Congress Passes Stopgap Funding

- Following weeks of tense negotiations, President Biden signed a continuing resolution (CR) on Thursday, September 30, to continue appropriations for federal programs, averting a government shutdown. The bill extends funding until December 3, giving Congress nine weeks to negotiate longer-term spending agreements.
- The bill also includes \$28.6 billion in disaster relief funding and \$6.3 billion in support for the resettlement of Afghan refugees.

Fall Agenda for Congress

- The next few weeks and months are widely seen as pivotal for President Biden and the White House. But first, Democrats are seeking a deal to enact the bulk of President Joe Biden's economic agenda.

- Democrats want action on four major issues this fall:

| Issue | Status | Deadline & What's At Stake |
|--|--|--|
| Government funding | A CR gave appropriators more time to negotiate a spending total and the 12 annual appropriations bills | Failure to extend past the CR deadline of December 3 would result in a partial government shutdown |
| Debt limit | Parties agreed to increase limit by \$480 billion, giving time to pass longer-term measure using reconciliation | Amount estimated to last until December could collide with other deadlines; risk of default would return |
| Infrastructure bill | Senate's bipartisan \$1 trillion package remains stuck as progressives demand path forward on reconciliation package | The surface transportation authorization extension expires October 31, the new deadline for a vote |
| Social spending, climate and tax plan (reconciliation) | Democrats have not agreed on how much to spend – and how to trim the package if they agree on less than \$3.5 trillion | Progressives want a vote on reconciliation alongside the infrastructure bill |

- 2021 Key Deadlines and Expirations:

| Date | Event |
|-------------|---|
| Oct. 31 | <ul style="list-style-type: none"> • Surface transportation authorization extension expire, following one-month extension • New deadline for House consideration of the Senate-passed bipartisan infrastructure bill |
| Dec. 3 | <ul style="list-style-type: none"> • Estimated end date for Treasury to meet debt obligations under short-term debt limit hike • Government funding and other major programs expire, including: National Flood Insurance Program; Temporary Assistance for Needy Families (TANF); and mandatory livestock price reporting |
| Dec. 31 | <ul style="list-style-type: none"> • Several Covid-19 relief provisions expire, including: expansion of earned income tax, child tax, and child and dependent care tax credits; employee retention credit; Medicare sequestration suspension; and several tax extenders, including for energy and mortgage insurance premiums |

House T&I Advances Sustainability Priorities for Reconciliation

- On September 10, the House Transportation and Infrastructure (T&I) Committee released [their portion](#) of the \$3.5 trillion reconciliation bill (Build Back Better), which was marked up on September 14.
- Following an extensive markup, the committee voted to advance a \$60 billion dollar investment in infrastructure sustainability and resiliency as part of the Build Back Better plan.
- This legislation included:
 - \$10 billion for grants that will be administered through a competitive process jointly established by the Housing and Urban Development (HUD) and the Federal Transit Administrator(FTA) to support projects that provide access to affordable housing, improve mobility for low-income riders, and enhance access to job and educational opportunities and community services. Funds provided under the program will support the establishment of new transit routes; the expansion of service areas; improved frequency on existing routes; the provision of fare-free and reduced-fare transit service; state of good repair for transit facilities; research and workforce activities; route planning; and projects to improve accessibility.
 - \$4 billion for reducing carbon pollution from surface transportation for the Federal Highway Administration (FHWA) to establish an incentive structure for states that demonstrate significant carbon and issue requirements, guidance, and regulations necessary to ensure the reduction of on road greenhouse gas emissions; and \$950 million for incentive grants to states that make significant progress in reducing emissions or that adopt strategies to achieve net-zero surface transportation emissions by 2050.
 - \$4 billion for Neighborhood Access and Equity Grants to reconnect communities divided by existing infrastructure barriers, mitigate negative impacts of transportation facilities or construction projects on disadvantaged or underserved communities, and support equitable transportation planning and community engagement activities.
- A [section-by-section summary](#) of the bill can be found here.
- As the budget reconciliation negotiations are ongoing, these programs could possibly be cut or funding levels reduced.

DOT Releases Agency Climate Resilience Plan

- The Department of Transportation (DOT) released details on its plan to address climate change and promote climate resilience on October 7.
- Priorities include:
 - Incorporate resilience into DOT grant programs
 - Enhance resilience through the project planning and development process
 - Ensure resiliency of DoT facilities and thousands of operational assets
 - Ensure climate-ready services and supplies
 - Improve climate education and research on resilience
- More detailed information can be found on the DOT [website](#).

Round-Up of Open Grant Opportunities

- **American Rescue Plan (ARP) Additional Assistance:** \$2,207,561,294 available. Applications due by November 8, 2021.
- **FY 2021 Competitive Funding Opportunity: Route Planning Restoration Program:** \$25 million available. Applications due by November 15, 2021.
- **Fiscal Year 2021 Competitive Funding Opportunity; Grants for Buses and Bus Facilities Program:** \$409,590,000 available. Applications due by November 19, 2021.
- **FY21-CRS-Consolidated Rail Infrastructure and Safety Improvements:** \$361,978,796 available. Applications due by November 29, 2021.

Caltrain Earmarks Submitted for Consideration:

As of October 15, 2021

Please note, negotiations continue on the inclusion of earmarks in a variety of key federal legislative packages. Earlier this year, Senate leadership announced that earmarks will not be included in the Senate’s version of the surface transportation reauthorization package, which has been folded into the Senate-led bipartisan infrastructure package, known as the Infrastructure Investment and Jobs Act (IIJA). On the Appropriations side, negotiations regarding the inclusion of earmarks for the Transportation, Housing and Urban Development and Related Agencies Subcommittee Appropriations Bill (THUD) continue. The House and Senate passed a Continuing Resolution (CR) to fund the government through December 3, 2021.

THUD Appropriations

House:

| Project | Submitted By | Amount |
|--------------------------------|---------------------|---------------|
| Additional Mini-highs (Speier) | Caltrain | \$460,000 |

Surface Transportation Reauthorization (House T&I):

| Project | Submitted By | Amount |
|---|---------------------|---------------|
| Additional Mini-highs (Eshoo) | Caltrain | \$306,000 |
| Additional Mini-highs (Lofgren) | Caltrain | \$550,000 |
| Caltrain Optimization Project (Lofgren) | Caltrain | \$315,000 |

Other Caltrain relevant projects:

| Project | Submitted By | Amount |
|---|---------------------|---------------|
| Middle Avenue Pedestrian/Bicycle Rail Crossing (Eshoo) | City of Menlo Park | \$6.5M |
| At-grade Caltrain Crossing Safety Project—E. Bellevue Avenue and Villa Terrace (Speier) | City of San Mateo | \$3M |

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: JPB Work - Program - Legislative- Planning Committee

THROUGH: Michelle Bouchard
Acting Executive Director

FROM: Robert Barnard
Deputy Chief, Rail Development

SUBJECT: **PROGRAM REPORT: SOUTH SAN FRANCISCO CALTRAIN STATION PROJECT**

Finance Committee
Recommendation

Work Program-
Legislative-Planning

Staff Coordinating
Council Reviewed

Staff Coordinating Council
Recommendation

ACTION

No action is required. This item is being presented to the Board for information only.

SIGNIFICANCE

On December 9, 2015, the City of South San Francisco (City), the Peninsula Corridor Joint Powers Board (JPB), and the San Mateo County Transportation Authority (TA) entered into a cooperative agreement under which the JPB undertook the design and construction of the South San Francisco Station Improvement Project (Project) which includes an extension and reconfiguration of the station platforms and facilities construction of a new center platform and a new pedestrian and bicycle undercrossing to eliminate the "hold-out rule," a new shuttle pick-up area, and a new pedestrian and bicycle tunnel entry plaza.

At the July 1, 2021 JPB meeting, the Board of Directors authorized an amendment to the related Memorandum of Understanding with the City and the TA to increase the Project budget by an additional \$25,000,000 to help fund cost increases associated with several significant Project challenges including: utility relocations; change order; and claims; and cost escalation for labor and materials.

This is the first update since the July 2021 request. At the November 4, 2021 meeting staff will provide information related to the latest construction progress and the resolution of contractor change orders and claims. Additional information will be provided via PowerPoint.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

Notwithstanding the challenges described above, construction is scheduled to be completed in November 2021, and the project will be closed out in March 2022.

Prepared by: Robert Barnard

Phone: 650.508.7783

RESOLUTIONS: Following standard introductory clauses, the recommendation should be phrased as follows:

WHEREAS, staff recommends... (without reference to the Executive Director, SCC, Finance Committee or WPLP Committee).

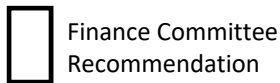
**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: JPB Work – Program – Legislative – Planning Committee

THROUGH: Michelle Bouchard
Acting Executive Director

FROM: Sebastian Petty
Deputy Chief, Rail Planning

SUBJECT: **RECEIVE A PRESENTATION ON 22nd ST STATION ADA ACCESS IMPROVEMENT
FEASIBILITY STUDY**



Finance Committee
Recommendation



Work Program-
Legislative-Planning



Staff Coordinating
Council Reviewed



Staff Coordinating Council
Recommendation

ACTION

No action is required. This item is being presented to the Board for information only.

SIGNIFICANCE

Caltrain is committed to making its services accessible to all customers including those with special mobility needs. Caltrain's system currently provides meaningful access to its services and systems to passengers with disabilities, as required by the Americans with Disabilities Act (ADA). While the Caltrain system as a whole is accessible to riders with disabilities, the 22nd Street Station platforms are currently only accessible via stairs from 22nd Street and Iowa Street. As such, riders who are unable to traverse stairs must utilize the nearby stations of 4th and King or Bayshore to access Caltrain services. In an effort to improve street-to-platform access at the station, Caltrain initiated the 22nd Street Station ADA Access Improvement Feasibility Study (Study) in early 2020 at the request of Caltrain Board Member and San Francisco District 10 Supervisor and Board of Supervisors President, Shaman Walton. The purpose of this planning-level study is to explore the feasibility of potential street-to-platform access improvements to make the station accessible to riders with mobility impairments.

The current configuration of 22nd Street Station, which is the product of centuries-old freight and commuter rail alignments, creates several physical constraints on the implementation of new street-to-platform access facilities. Support columns from the above I-280 viaduct, future OCS poles, and underground gas and fiber optic utility lines all limit the space available for new structures. Because the San Francisco Planning Department is exploring options to relocate or substantially rebuild 22nd Street Station through the Southeast Rail Station Study, the scope of this work is focused on alternatives which can be achieved within the existing station footprint.

After completing several rounds of community and agency stakeholder engagement, the Study identified feasible ramp and elevator alternatives for both the northbound and southbound platforms. Each alternative was evaluated using a set of criteria: Ease of Use, Safety & Security, Reliability, Ease of Maintenance, Operational Impacts, Constructability, Capital Cost, and Implementation Time. Based on the results of the evaluation process, the Study's draft recommendation is that two ramps (one for each platform) be considered for further study and engineering analysis. Community and ADA stakeholder engagement would continue as the alternatives are advanced to final design.

With the Study nearing completion, the Board of Directors will receive an update on the Study's findings and draft recommendation for review and comment.

BUDGET IMPACT

There is no budget impact associated with this informational item.

BACKGROUND

The 22nd Street Caltrain Station is one of three stations in the City/County of San Francisco. It is located between the 4th and King terminus and Bayshore Station and primarily serves the Dog Patch and Potrero Hill neighborhoods. The station is served by baby bullet trains traveling southbound in the morning and northbound in the evening. In addition, the Muni 48 bus line stops directly at the station, while bus lines 10 and 22 and the T-Third LRT line are located about a quarter mile to the east, on 3rd Street. Prior to the COVID-19 pandemic, the station attracted approximately 1,700 Caltrain riders daily and is projected to serve many more in the future, as there is ample high-density development planned or anticipated in the station area.

The current configuration of 22nd Street Station results from the historic nature of the rail alignment and corridor. When the PCJPB purchased the railroad in 1991, it inherited a number of stations where improvements were needed to increase accessibility. Since then, the agency has continuously worked to improve and modernize its facilities and expand accessibility for riders with mobility impairments. Today, Caltrain provides priority seating for seniors and persons with disabilities and at least one wheelchair accessible car on each trainset. Riders with disabilities also receive discounted fares, free parking in all Caltrain-owned lots, and complimentary travel training. This study is the latest effort in Caltrain's ongoing commitment to improving accessibility.

Prepared By: David Pape
Principal Planner, Caltrain

650.508.6210