



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 the [Governor's Executive Orders N-25-20 and N-29-20](#).

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

<https://zoom.us/j/99768901849?pwd=VmVSSEJFZHZHhYbzZlRURzODNndz09> 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.

July 28, 2021 – Wednesday

3:00 pm

1. Call to Order / Pledge of Allegiance

2. Roll Call
3. Public Comment on Items not on the Agenda
Comments by each individual speaker shall be limited to three (3) minutes. Items raised that require a response will be deferred for staff reply.
4. Approve Meeting Minutes of June 23, 2021 MOTION
5. Redwood City Planning and Real Estate Update INFORMATIONAL
6. State and Federal Legislative Update INFORMATIONAL
7. Update on Service Restoration INFORMATIONAL
8. Upcoming Marketing Efforts Related to Increasing Ridership INFORMATIONAL
9. Committee Member Requests
10. Date/Time of Next Regular WPLP Committee Meeting:
Wednesday, August 25, 2021 at 3:00 pm via Zoom
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 JUNE 23, 2021

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

MEMBERS ABSENT: S. Heminger

STAFF PRESENT: M. Bouchard, D. Hansel, J. Harrison, S. Petty, B. Tietjen, L. Low, A. Simmons, M. Hansen, T. Burgwyn, D. Seamans, S. Wong

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE

Chair Charles Stone called the subcommittee meeting to order at 3:03 p.m. and 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 posting reports from the Program Oversight Committee not being on the website. He commented on trains arriving, needing storage, and pushing trains with diesel in the interim.

4. APPROVE MEETING MINUTES OF MAY 26, 2021

Motion/Second: Chavez/Stone

Ayes: Chavez, Stone

Noes: None

Absent: Heminger

5. AUTHORIZE EXECUTION OF MEMORANDUM OF UNDERSTANDING WITH PROLOGIS 4TH & KING LLC FOR JOINT DELIVERY OF THE CALTRAIN SAN FRANCISCO RAILYARDS PRELIMINARY BUSINESS CASE

Anthony Simmons, System Wide Planning and Policy Director, provided the presentation, which included the following: background on the perpetual easement, redevelopment, Prologis' work to date, and the next phase of work on site development and the delivery of preliminary business case/ operations analysis.

Public comment

Roland Lebrun, San Jose, commented on closed captioning, no physical connection at 4th and King, San Francisco Planning Department delays, platform length, and the need for more capacity at 4th and King.

Vaughn Wolffe, Pleasanton, commented on having an open-air plan or solar panels, and long duration storage.

Jeff Carter, Millbrae, commented on existing platform specifications, longer trains, and the capacity of future Caltrain service.

The Board members had a discussion and in response to the Board comments and questions, staff provided clarifications on the adequacy of current platform lengths, and the request to have the memorandum of understanding (MOU) in the packet sent out to the Board.

Motion/Second: Chavez/Stone

Ayes: Chavez, Stone

Noes: None

Absent: Heminger

6. UPDATE ON SERVICE RESTORATION

Ted Burgwyn, Director of Network and Rail operations, provided the presentation covering the pre-pandemic and post pandemic Caltrain service and ongoing analysis

Public comment

Roland Lebrun, San Jose, commented on travel time between San Jose and San Francisco, drafting timetable, running the most popular trains, four baby bullets every hour and every baby bullet having a time connection with BART and every other train.

Vaughn Wolffe, Pleasanton, commented on having capacity with baby bullets, capacity versus frequency, and Wi-Fi.

Jeff Carter, Millbrae, commented on having convenient service, ridership based on service, matching with BART, using GoPass, and providing better monthly ridership data.

Drew, San Mateo, commented on skip stops in the evenings, connections, baby bullets, Sunnyvale stops and changing to distance based.

The Board members had a discussion and staff provided further clarification in response to the Board comments and questions regarding fares, leading with equity, capturing a specific share of the market, encouraging more people to use the service, and challenges with lower income communities using Caltrain.

7. STATE AND FEDERAL LEGISLATIVE UPDATE

Ryan McCauley, Government and Community Affairs Specialist, provided an update on the following on funding amounts for active transportation program, \$973 billion over 5 years for physical infrastructure spending, \$500 billion for infrastructure goals, \$6 trillion for FY (fiscal year) 2022, fiscal blueprint \$74 million for Peninsula Corridor Electrification Project (PCEP). He noted that Nuria Fernandez (former Valley Transportation Authority General Manager) was confirmed as Federal Transit Administration (FTA) Administrator.

Public comment

Roland Lebrun, San Jose, commented on private sector financing mega projects, a San Francisco to Gilroy line, and a Gilroy to Fresno line.

8. COMMITTEE MEMBER REQUESTS

There were none.

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

10. ADJOURN

The meeting adjourned at 4.13 p.m.

DRAFT

**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 of Planning

SUBJECT: **REDWOOD CITY PLANNING AND REAL ESTATE UPDATE**



Finance Committee
Recommendation



Work Program-Legislative-Planning
Committee Recommendation



Staff Coordinating
Council Reviewed



Staff Coordinating Council
Recommendation

ACTION

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

SIGNIFICANCE

The Caltrain planning team has been involved in multiple joint planning efforts in Redwood City. These efforts are multifaceted and interconnected and include long range, system wide, capital, access, station area, and land use planning elements. This report demonstrates the extent and importance of such planning efforts as they will enable the 2040 Long Range Service Vision's designation of Redwood City as the mid-peninsula hub and transfer station. These joint planning efforts will span many years and require extensive staff time as well as financial commitments from public and private funding sources.

This report also highlights related property and real estate issues for Board consideration. Near-term development being considered adjacent to the Redwood City Transit Center at El Camino Real, between James Avenue and Winklebleck Street, presents an opportunity to swap land with the developer and City to form more contiguous parcels, realign streets, and for Caltrain to acquire property that would likely be impacted by future transit improvements. Additionally, the Sequoia Station Shopping Center redevelopment presents an opportunity for Caltrain to have land dedicated for future transit improvements and JPB-owned property integrated in land use approvals. Staff intends to return to the Board in subsequent months for further consideration of these real estate and property issues and potential action.

BUDGET IMPACT

There is no impact on the budget for this item. Separate future efforts may potentially have budget impacts, which will be identified as required.

BACKGROUND

Redwood City is a key mid-line station in the Caltrain system today and is envisioned to become a significant transfer hub in the future under the 2040 Service Vision. Today, Redwood City Station features higher density land uses, a connection point to SamTrans bus service, higher ridership and significant JPB property holdings. In the future, Redwood City is the most logical location for a potential four-track mid-line hub station identified in the Service Vision that will facilitate transfers between express and local services. Not only are densities around Redwood City Station projected to further increase but there is the potential for a connection to a future Dumbarton fixed guideway service. While Redwood City Station is constrained today by existing development adjacent to the railroad, there are near-term land use development opportunities at Sequoia Station that would allow for the dedication of space for future transit infrastructure.

Additional and related joint planning efforts in Redwood City are described below:

Whipple Avenue Grade Separation Study (led by City of Redwood City)

The City of Redwood City initiated the Whipple Avenue Grade Separation Study in 2019 in partnership with Caltrain. While the study initially prioritized a grade separation at Whipple Avenue, the focus was expanded to cover five additional at-grade crossings including Brewster Avenue, Broadway, Maple Street, Main Street and Chestnut Street. Whipple Avenue, Brewster Avenue and Broadway would be grade separated in tandem with the construction of a future four-track Redwood City Station. The City and Caltrain continue to work together to further analyze the elevated grade separation alternatives.

Redwood City Transit District (led by City of Redwood City)

The City of Redwood City is investigating the near-term redevelopment of the "Redwood City Transit District," which includes the Sequoia Station Shopping Center, and the area transit facilities (including the Caltrain station, the Caltrain Perry Street parking lot, the James Street parking lot, and SamTrans' Redwood City Transit Center). The Sequoia Station redevelopment provides a unique opportunity due to current developer willingness to dedicate trackside space to accommodate the future four-track Redwood City Station. Caltrain continues to closely coordinate with Redwood City and the developer as transit and development plans advance.

Transit Center Planning (led by Caltrain)

To further aid short-term coordination associated with the Transit District redevelopment, Caltrain, SamTrans and Redwood City are collaborating on a transit center planning exercise to refine the future transit envelope to ensure ample land is dedicated. The study assumes an elevated four-track station between Brewster Avenue and Broadway and the grade separations of the northern at-grade crossings and is examining locations for future multimodal access facilities.

Dumbarton Rail Corridor (led by SamTrans)

The proposed Dumbarton Rail Corridor Project would provide a new mass transit system between the Peninsula and the East Bay, connecting Redwood City Station to the Union City BART Station. The alignments under study would support one of several potential electric transit technologies, including commuter rail, light rail, and other mass transit technologies. SamTrans continues to coordinate with Redwood City and Caltrain on ways to connect services and provide seamless mobility

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

650.508.6283

**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 Committee Recommendation Staff Coordinating Council Reviewed Staff Coordinating Council Recommendation

ACTION

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

650-508-6391



July 9, 2021

TO: Caltrain Board of Directors

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

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

General Update

At this point in the legislative calendar, committee hearings for bills in their second house are well under way. To remain viable, bills must pass out of policy committees in the second house by July 14, the policy committee deadline.

After this deadline, the Legislature will adjourn for summer recess for four weeks. When they return on August 16, bills will have roughly two weeks to pass out of their respective Appropriations committees before the fiscal deadline of August 27.

Fiscal Year 2021-22 State Budget

On July 12, Governor Newsom signed [SB 129 \(Skinner\) \[Chapter 69, Statutes of 2021\]](#), the Budget Bill Jr. I, which modifies the main budget bill, [AB 128 \(Ting\) \[Chapter 21, Statutes of 2021\]](#). Together, these bills comprise the provisions of the Fiscal Year 2021-22 State Budget to which the Governor and Legislative Leaders have so far agreed upon and implement an unprecedented level of state-level economic stimulus to accelerate our recovery from the pandemic.

The Budget, which totals \$262.6 billion, includes the following supplemental investments that support public transit and rail agencies and that help deliver clean mobility options.

- \$2.5 billion for the Transit and Intercity Rail Capital Program;
- \$2.7 billion for a Zero-Emission Vehicles and Infrastructure, an investment that supports zero-emission vehicle deployment, including by California's transit agencies;
- \$600 million for Planning and Implementation Grants for Infill Developments and Strategies to Reduce Vehicle Miles Traveled;
- \$500 million for the Active Transportation Program;
- \$400 million for Climate Adaptation on Transportation Infrastructure; and,
- \$10 million for the UC Institute of Transportation Studies.

The Budget does not currently include the Governor's proposed \$4.2 billion investment in the California high-speed rail project, which is still the subject of ongoing negotiations between Legislative Leaders and Governor Newsom. Importantly, funding for TIRCP, the Active Transportation Program, and Climate

Adaptation will only become available to eligible recipients upon the enactment of additional legislation (presumably also related to an agreement on high-speed rail funding).

Statutory Relief for Transit Agencies

On July 16, Governor Newsom signed [AB 149 \(Committee on Budget\) \[Chapter 81, Statutes of 2021\]](#), the transportation budget trailer bill, which expands on the statutory relief secured last year through [AB 90 \(Committee on Budget\) \[Chapter 17, Statutes of 2020\]](#) and [AB 107 \(Committee on Budget\) \[Chapter 264, Statutes of 2020\]](#).

Specifically, these measures:

- Extend the hold harmless provision for the calculation and allocation of State Transit Assistance Program, Low Carbon Transit Operations Program, and STA-State of Good Repair allocations (Local Revenue Basis Only) included in AB 90 by one year to fiscal year 2022-2023;
- Extend the suspension of the financial penalties associated with the Transportation Development Act's requirements that transit agencies obtain specified fixed percentages of their operating budgets from passenger fares (TDA farebox recovery requirements) included in AB 90 by two years to fiscal year 2022-2023;
- Extend the suspension of the financial penalties associated with the State Transit Assistance Program's requirement that transit agencies' operating cost per revenue vehicle hour may not exceed operating cost per revenue vehicle hour adjusted by regional CPI, year over year, (STA efficiency criteria) included in AB 90 by one year to fiscal year 2022-23;
- Extend the flexibility for the use of State Transit Assistance - State of Good Repair funds included in AB 107 by one year to fiscal year 2022-23;
- Institute a review of TDA performance audit requirements to identify opportunities for streamlining and identification of more effective measures;
- Exclude from the definition of "operating cost" for the purposes of TDA farebox recovery and STA efficiency the costs of operating ADA paratransit service; the costs to operate demand-response and microtransit services that expand access to transit service beyond fixed route corridors; the costs of security services and public safety contracts; any expense greater than the actuarially determined contribution associated with pensions and other post-employment benefits as required by Governmental Accounting Board Statement Numbers 68 and 75; the costs of funding or improving payment and ticketing systems and services; and the costs of planning for improvements in transit operations, integration with other operators and agencies, zero emission transition, and for compliance with state and federal mandates;
- Authorize federal funds to be counted as "local funds" for the purposes of calculating TDA farebox recovery and STA efficiency criteria;
- Authorize discount and fare free transit passes to be counted at their full retail value for the purposes of calculating TDA farebox recovery; and,
- Suspend until July 1, 2026, TDA farebox recovery requirements and STA efficiency criteria for transit agencies that can demonstrate that they maintained their existing commitments of local

funds for transit operations at an amount not less than the expenditures from local funds for transit operations during fiscal year 2018-19.

Climate Action Plan for Transportation Infrastructure

On July 12, the California State Transportation Agency adopted the Climate Action Plan for Transportation Infrastructure (CAPTI). In adopting the [CAPTI](#), the state commits to investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity. The plan builds on executive orders signed by Governor Gavin Newsom in [2019](#) and [2020](#) targeted at reducing greenhouse gas emissions in transportation – which account for more than 40 percent of all emissions – to reach the state’s ambitious climate goals.

Grants

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

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

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

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

Transit and Intercity Rail Capital Program – The TIRCP is managed by CalSTA and is available to fund rail and transit projects that reduce greenhouse gas emissions. The program receives funding from Cap and Trade and the recently created Transportation Improvement Fee to the tune of approximately \$500 million per year. The TIRCP is programmed over 5 years, with the most recent cycle beginning in May 2018. Caltrain received \$160 million for the CalMod project.

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

Caltrain

State Legislative Matrix 7/8/2021

Active Bills

Bill Number (Author)	Summary	Location	Position
<p>AB 339 (Lee D)</p> <p>Local government: open and public meetings.</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. 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.</p> <p>Amended: 7/5/2021</p>	Senate Judiciary	Watch
<p>AB 361 (Rivas, Robert D)</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>Existing law, the Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to directly address the legislative body on any item of interest to the public. The act generally requires all regular and special meetings of the legislative body be held within the boundaries of the territory over which the local agency exercises jurisdiction, subject to certain exceptions. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. The act authorizes the district attorney or any interested person, subject to certain provisions, to commence an action by mandamus or injunction for the purpose of obtaining a judicial determination that specified actions taken by a legislative body are null and void. This bill, until January 1, 2024, would authorize a local agency to use</p>	Senate Judiciary	Watch

Bill Number (Author)	Summary	Location	Position
	<p>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 would require legislative bodies that hold teleconferenced meetings under these abbreviated teleconferencing procedures to give notice of the meeting and post agendas, as described, to allow members of the public to access the meeting and address the legislative body, to give notice of the means by which members of the public may access the meeting and offer public comment, including an opportunity for all persons to attend via a call-in option or an internet-based service option, and to conduct the meeting in a manner that protects the statutory and constitutional rights of the parties and the public appearing before the legislative body. The bill would require the legislative body to take no further action on agenda items when there is a disruption which prevents the public agency from broadcasting the meeting, or in the event of a disruption within the local agency's control which prevents members of the public from offering public comments, until public access is restored. The bill would specify that actions taken during the disruption are subject to challenge proceedings, as specified. This bill contains other related provisions and other existing laws.</p> <p>Amended: 7/6/2021</p>		
<p>AB 1157 (Lee D)</p> <p>Controller: transportation funds: distribution and reporting requirements.</p>	<p>Existing law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year. This bill contains other related provisions and other existing laws.</p> <p>Amended: 3/15/2021</p>	Senate Appropriations	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</p>	Senate Appropriations	Watch

Bill Number (Author)	Summary	Location	Position
	<p>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>		
<p><u>ACA 1 (Aguiar-Curry D)</u></p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>(1)The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 12/7/2020</p>	<p>Assembly Local Government</p>	<p>Supported February 2021</p>
<p><u>SB 44 (Allen D)</u></p> <p>California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would provide that no reimbursement is required by this act for a specified reason. This bill contains other existing laws.</p> <p>Amended: 6/28/2021</p>	<p>Assembly Judiciary</p>	<p>Support February 2021</p>
<p><u>SB 339 (Wiener D)</u></p> <p>Vehicles: road usage charge pilot program.</p>	<p>Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue</p>	<p>Assembly Appropriations</p>	<p>Supported April 2021</p>

Bill Number (Author)	Summary	Location	Position
	<p>collection as an alternative to the gas tax system. Existing law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until January 1, 2027. The bill would require the Transportation Agency, in consultation with the California Transportation Commission, to implement a pilot program to identify and evaluate issues related to the collection of revenue for a road charge program, as specified. The bill would require the RUC Technical Advisory Committee to make recommendations to the Transportation Agency on the design of the pilot program, including the group of vehicles to participate. The bill would require that if a group of vehicles other than state-owned vehicles is selected, that participation in the program be voluntary. The bill would require the Transportation Agency to convene a state agency work group, as specified, to implement the pilot program and to design a process for collecting road charge revenue from vehicles. The bill would require that participants in the program be charged a mileage-based fee, as specified, and receive a credit or a refund for fuel taxes or electric vehicle fees, as specified. The bill would require that the pilot program not affect funding levels for a program or purpose supported by state fuel tax and electric vehicle fee revenues. The bill would require the Transportation Agency to submit reports to the Legislature, as specified.</p> <p>Amended: 6/14/2021</p>		
<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</p>	<p>Assembly Appropriations</p>	<p>Watch</p>

Bill Number (Author)	Summary	Location	Position
	<p>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: 7/7/2021</p>		
<p>SB 771 (Becker D)</p> <p>Sales and Use Tax Law: zero emissions vehicle exemption.</p>	<p>Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, on or after January 1, 2022, would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, 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 Desk</p>	<p>Watch</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</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</p>	<p>Assembly 2 year</p>	<p>Watch</p>

Bill Number (Author)	Summary	Location	Position
highways: transit bus pilot program.	<p>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. Existing law authorizes the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District to conduct a transit bus-only program using the shoulders of certain state highways as transit bus-only traffic corridors, subject to approval by the Department of Transportation and the Department of the California Highway Patrol. Existing law requires that the highway segments to be used for the program are to be jointly determined by the districts, the department, and the Department of the California Highway Patrol, as provided. This bill would authorize the Department of Transportation to establish a pilot program to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program. The bill would authorize an operator or operators, in partnership with a regional transportation agency that meets specified requirements, to submit an application to the department to establish and operate a project under the program. The bill would authorize the department to select no more than 8 total projects under the program using guidelines developed with input from the Department of the California Highway Patrol and the public. The bill would require the department, the Department of the California Highway Patrol, and the operator or operators and regional transportation agency that submitted the application to jointly determine the state highways, or segment of state highways, that will be used in a project. The bill would require the applicable regional 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 applicable regional transportation agency, to submit a report to the Legislature that includes certain information about the project.</p> <p>Amended: 3/16/2021</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>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.</p>	Assembly 2 year	Watch

Bill Number (Author)	Summary	Location	Position
Open meetings: local agencies: teleconferences.	<p>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>		
<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 diesel engine or other type of fossil fuel combustion engine, and from enabling such a train to operate on authority-owned rail infrastructure designed for speeds in excess of 125 miles per hour, except as specified.</p> <p>Introduced: 2/16/2021</p>	Assembly 2 year	Watch
AB	Existing law creates the High-Speed Rail Authority with specified powers and	Assembly 2 year	Watch

Bill Number (Author)	Summary	Location	Position
<p>1116 (Friedman D)</p> <p>High-Speed Rail Authority: oversight: Legislative Analyst's Office.</p>	<p>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>		
<p>AB 1235 (Patterson R)</p> <p>High-speed rail: legislative oversight.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority, on or before March 1, 2017, and every 2 years thereafter, to provide a project update report, approved by the Secretary of Transportation as consistent with specified criteria, to the budget committees and the appropriate policy committees of both houses of the Legislature, on the development and implementation of intercity high-speed train service, as provided. This bill would create the Joint Legislative High-Speed Rail Oversight Committee consisting of 3 Members of the Senate and 3 Members of the Assembly to provide ongoing and independent oversight of the high-speed rail project by performing specified duties, and would require the committee to make recommendations to the appropriate standing policy and budget committees of both houses of the Legislature to guide decisions concerning the state's programs, policies, and investments related to high-speed rail. The bill would require the authority to provide the committee with certain documents and information within prescribed timelines, and would require the authority to permit the chairperson of the committee, or the chairperson's designee, to attend meetings of any internal governance committees related to project oversight, as provided.</p> <p>Introduced: 2/19/2021</p>	<p>Assembly 2 year</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

Caltrain As of July 21, 2021 Transportation Report

House Passes INVEST in America Act, Senate Process Continues to Move Forward

- On July 1, the House of Representatives completed its consideration of a \$715 billion package combining the House Transportation and Infrastructure Committee-approved \$547 billion [surface transportation bill](#), the INVEST in America Act, with wastewater and drinking water infrastructure legislation. The overall package passed by a largely party-line [vote](#) of 221-201, with opposition from Republicans who criticized climate provisions and a lack of funding measures.
 - Unlike the Senate, the House legislation includes Member Designated Projects, which elevate local priorities through earmarked funding.
- Two of four Senate committees have approved their portions of the surface transportation reauthorization with bipartisan support.
- On June 16, the Senate Committee on Commerce, Science, and Transportation voted 25-3 to approve the “[Surface Transportation Investment Act](#)” ([S. 2016](#)), which authorizes \$78 billion over five years for rail, freight, and safety programs in the reauthorization.
- On May 26, the Senate Committee on Environment and Public Works voted unanimously to approve the “[Surface Transportation Reauthorization Act of 2021](#)” ([S. 1931](#)) to reauthorize highway programs. The measure sets a new baseline funding level at a historic high of \$303.5 billion for Department of Transportation programs for highways, roads, and bridges (a 34 percent increase from the FAST Act). The committee’s reauthorization bill includes Democratic proposals such as boosting infrastructure for electric vehicle charging and reconnecting communities cut off by highways. It also addresses GOP priorities of reducing regulation, giving states more flexibility, and streamlining the environmental review process for major projects.
- The Senate Committee on Banking, Housing, and Urban Affairs, which handles the transit portion, has not unveiled its bill yet.
- Congress must pass surface transportation legislation before the expiration date on September 30, 2021. As summarized below, the bipartisan group of Senators are hoping to finalize the infrastructure bill which will include surface transportation authorization.
- The following provides an overview of key provisions in the surface transportation reauthorization proposals in Congress:

Key Provisions in the Surface Transportation Reauthorization

SENATE

<p>Committee on Environment and Public Works – <i>passed Committee on May 26, 2021</i></p>	<p>\$304 billion over five years, 22% increase over current funding.</p> <ul style="list-style-type: none"> • Establishes a \$3.265 billion new competitive bridge grant program • Includes \$1 billion for grants to connect walking and biking infrastructure into active transportation networks • Creates a \$2.5 billion EV grant program • Increases funding for the existing INFRA freight and goods movement grant program • Creates a \$6.4 billion carbon reduction formula program to reduce transportation emissions • Establishes a \$250 million congestion relief competitive grant program for projects in the largest, most congested urbanized areas • Creates a \$1.4 billion formula and competitive grant program for resiliency improvement, community resilience and evacuation route grants, and at-risk coastal infrastructure • Establishes a \$500 million community connectivity pilot grant program to study the feasibility and impacts of removing or mitigating existing transportation facilities that create barriers to mobility, access, or economic development and to construct projects to remove or mitigate these barriers
<p>Committee on Commerce, Science and Transportation – <i>passed Committee June 16, 2021</i></p>	<p>\$78 billion over five years</p> <ul style="list-style-type: none"> • Multimodal Investment - \$28 billion <ul style="list-style-type: none"> ○ Authorizes the U.S. DOT’s Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program at \$1.5 billion annually and creates a new program to fund big dollar value projects of national significance at \$2 billion annually. • Rail - \$36 billion <ul style="list-style-type: none"> ○ \$25 billion for passenger rail ○ \$7.5 billion for rail safety and improvement projects ○ Requires the DOT Secretary to establish a program to develop intercity passenger rail corridors. • Safety - \$13 billion <ul style="list-style-type: none"> ○ Establishes a \$10 billion National Infrastructure Project Assistance Program to provide grants to project that generate national or regional economic, mobility or safety benefits ○ Creates a \$1 billion Safe Streets and Roads for All Grant Program for MPOs and local governments to develop and implement carry out comprehensive Vision Zero safety plans • Research

	<ul style="list-style-type: none"> ○ \$1 billion for research ○ Would create a 25-member electric vehicle (EV) working group that would offer guidance for the development and deployment of electric vehicles.
Committee on Banking, Housing and Urban Affairs	N/A
HOUSE	
<p>Committee on Transportation & Infrastructure – <i>passed Committee on June 10, 2021.</i></p> <p><i>Expanded version passed the full House on July 1, 2021.</i></p>	<p>\$547 billion over five years, 38% increase over current funding.</p> <ul style="list-style-type: none"> ● Roads, Bridges, and Safety - \$343 billion <ul style="list-style-type: none"> ○ \$4 billion in EV charging infrastructure ○ \$8.3 billion for activities targeted to reduce carbon pollution and provides \$6.2 billion for mitigation and resiliency improvements ○ Focuses transportation planning to promote mobility and facilitate access to jobs and other essential services; and reconnects communities that were divided by highways with a new \$3 billion program to correct planning mistakes of the past. ● Transit - \$109 billion <ul style="list-style-type: none"> ○ \$6.25 billion for new pre-disaster mitigation and resiliency formula programs ○ Creates a reduced-fare pilot program to improve access for low-income transit riders ○ Scales up investment in zero-emission transit vehicles, supporting fleet conversion to reduce local air pollution and related health impacts. ○ Provides funding incentives for sustainable transit-oriented development that is more accessible and promotes walkable communities. ○ Streamlines the Capital Investment Grant program to improve project delivery, reduce red tape, and achieve cost savings for transit agencies. ● Rail - \$95 billion <ul style="list-style-type: none"> ○ Provides funding for corridor planning and high-speed rail projects, reducing traffic congestion and shortening travel times.

Infrastructure Update

- Senate Majority Leader Chuck Schumer (D-N.Y.) has scheduled a cloture vote on Wednesday, July 21, for the bipartisan infrastructure package to put pressure on the group of 22 bipartisan senators negotiating the \$579 billion infrastructure plan.

- On the Bipartisan Infrastructure Framework, negotiators are hashing out how to pay for the package. Last week, Sen. Rob Portman (R-OH) said that increasing Internal Revenue Service (IRS) as a way to raise new revenues was officially off the table as a means for funding for the \$1.2 trillion bipartisan infrastructure framework.
- The Bipartisan Infrastructure Framework will incorporate the text of the surface transportation bill ([S. 1931](#)) approved by the Senate Environment and Public Works Committee and the Senate Commerce Committee's bill summarized above.

House Appropriators Approve All 12 Spending Bills for Floor Consideration

- The House Appropriations Committee completed its work during the week of July 12th on the twelve spending measures to fund the government for the fiscal year (FY) beginning on October 1. It advanced most of the bills on party-line votes.
 - Last week, the panel approved the remaining six bills—[Commerce-Justice-Science](#), [Defense](#), [Energy-Water](#), [Homeland Security](#), [Labor-HHS-Education](#), and [Transportation-HUD](#)—after acting on the first six measures before the July 4 recess.
- Appropriations Committee Republicans broadly criticized the measures, including the topline spending numbers for each bill. The bills approved by the committee would provide a modest increase for the Pentagon alongside a more significant boost for domestic programs.
- House Democrats are seeking to pass a seven-bill appropriations package, or minibus, during the last week of July, which will include the Agriculture-FDA, Energy and Water, Financial Services, Interior-Environment, Labor-HHS-Education, Military Construction-VA, and Transportation-HUD spending bills, [according to](#) House Majority Leader Steny Hoyer (D-Md.). Other spending measures could also be considered that week.
- With the start of the new fiscal year on October 1 fast approaching, Congress is very likely to pass a continuing resolution to maintain existing spending levels beyond the expiration of the FY 2021 budget. The Senate Appropriations Committee has not announced a markup schedule.

National Environmental Policy Act Changes Possible by End of 2021

- On June 29, the White House Council on Environmental Quality (CEQ) announced that the CEQ is working on revising Trump-era changes to the National Environmental Policy Act (NEPA) and “hope” for publication of new rules by the end of 2021.
 - This development was announced as CEQ [published](#) a two-year extension for agencies to develop NEPA compliance plans originally due September 14, 2021, under a July 2020 Trump administration rule.

- The updated date for agencies to propose revised NEPA compliance plans is September 14, 2023.
- The additional two years gives the Biden administration more time to determine how to tweak existing rules related to NEPA and whether the rules should be scrapped or modified.
 - The Trump administration’s revisions attempted to shorten permitting timelines, limit environmental considerations or projects directly to the finished product rather than considering all future emissions that would be produced. Opponents argue that the entire process did not follow proper public comment period protocol and left many impacted communities without input.
 - CEQ Chair Brenda Mallory stated that the Biden administration disagrees with the Trump administration’s interpretation of agencies’ responsibility to broadly consider climate change in their decisions. She also argued that previous revisions to the law had limited outside community input and suggested this would be changed.
 - The CEQ is currently reviewing Trump’s 2020 NEPA rules, but it remains unclear if some rules—such as expedited timelines for clean energy projects—may stay in place. Mallory has previously stated in April 2021 that some changes “could” be repealed, including time limits on environmental assessments limits on the length of environmental impact statements.
- This change is part of a broader effort by the Biden administration to review Trump administration policies that failed to tackle climate change or environmental justice. Biden signed an executive order in January 2021 requiring all agencies to review their rules based on these guidelines

House Holds Hearing on Solving the Climate Crisis through Transportation Infrastructure

- On June 30, the House Select Committee on the Climate Crisis held a hearing to discuss measures to address carbon emissions and the climate crisis through transportation and infrastructure investments.
- Rep. Sean Casten (D-IL) [highlighted](#) the need for market-based electric vehicle incentives to lower costs for consumers and the need to invest in the separation of rail commuter and freight lines in cities like Chicago.
- Rep. Kelly Armstrong (R-ND) expressed concern over the cost burden of transitioning to electric vehicles. He said EVs — which tend to be heavier than gas-powered cars — would create significant “wear and tear” on the state’s roads and require infrastructure reconstruction to accommodate the weight increase.
- Witnesses included:

- **Margaret Anderson Kelliher**, Commissioner, Minnesota Department of Transportation. [\[Testimony\]](#)
- **Bill Van Amburg**, Executive Vice President, CALSTART. [\[Testimony\]](#)
- **Beth Osborne**, Director, Transportation for America. [\[Testimony\]](#)
- **Robert Bryce**, Visiting Fellow, The Foundation for Research on Equal Opportunity. [\[Testimony\]](#)

Grant Opportunities & Award Announcements

- **Advanced Transportation and Congestion Management Technologies Deployment Initiative**: \$60 million available. Applications are due by August 23, 2021.
- **FY 2021 Competitive Funding Opportunity: Areas of Persistent Poverty Program**: \$1 million available. Applications are due by August 30, 2021.
- **Accelerated Innovation Deployment (AID) Demonstration Program**: \$10 million available. Applications are due by September 28, 2021.

Caltrain Earmarks Moving Forward:

Please note, these earmarks are subject to final bill passage.

THUD Appropriations

House:

Caltrain

- Additional Mini-highs (Speier) - \$460,000

Surface Transportation Reauthorization (House T&I):

Caltrain

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

Caltrain relevant projects:

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

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: JPB Work Program Legislative - Planning Committee

THROUGH: Michelle Bouchard
Executive Director, Caltrain

FROM: Sebastian Petty
Deputy Chief, Planning, Caltrain

SUBJECT: **UPDATE ON SERVICE RESTORATION**

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

ACTION

This item is for information only.

SIGNIFICANCE

Caltrain is currently operating a reduced, 70-train per weekday service based on the significant reduction in demand resulting from the COVID-19 Pandemic. The current service has been developed to conserve agency resources while continuing to provide a foundational level of regional rail service to communities in San Francisco, San Mateo, and Santa Clara counties.

As the COVID-19 Pandemic recedes and the region and state relax and lift public health orders, transit operators across the region are preparing to adjust and restore service. Caltrain has finalized plans for a service change and expansion starting on August 30. This restoration will allow the railroad to provide a competitive service offering as some employees return to in-office work and in-person education resumes. The planned service change also provides a further opportunity to continue implementation of the Equity, Connectivity Recovery and Growth Framework adopted by the Board in 2020 – with an emphasis on providing improved service at all times of day, a simplified set of stopping patterns, and coordinated connections with other transit operators at key regional transfer points. At the same time, Caltrain must manage the increase in service while still balancing constraints created by significant ongoing construction activities, staffing availability, and overall financial capacity.

At the August JPB meeting, staff will provide a brief overview of the final schedule, which will go into effect Monday, August 30, 2021.

BUDGET IMPACT

There is no budget impact associated with receiving this informational update. The restoration of service described has been incorporated into the FY22 operating budget.

BACKGROUND

Starting in March of 2020, the emergence of the COVID-19 Pandemic resulted in a rapid and severe crisis for the railroad, with ridership plummeting by as much as 98%. Caltrain quickly implemented significant service cuts and has been restoring and adjusting service over subsequent months as the pandemic has continued.

At the June 2020 Board Meeting, staff announced that activity on the Caltrain Business Plan would pause and pivot toward COVID Recovery Planning efforts. At the September 2020 Board Meeting the Board adopted the Equity, Connectivity, Recovery & Growth Framework (the Framework) – a significant policy document that outlines Caltrain's approach to recovering from the COVID-19 Pandemic and growing the system in a manner consistent with the larger Business Plan process. The framework includes specific policies and actions that describe how Caltrain can recover in a way that emphasizes improving equity outcomes on the system and enhancing connectivity to the region's transit network.

The Equity, Connectivity, Recovery & Growth Framework was used to develop a reduced, 70 train per weekday service that was implemented at the end of 2020 and adjusted in March of 2021 to coincide with an update to BART's timetable. This service focused on initial implementation of the Framework by providing a simplified set of train patterns, improved midday and weekend service levels, and coordinated connections at the Millbrae BART station.

The service restoration will build off these improvements and not only restore service to pre-pandemic levels, but will also provide additional enhancements to capture new ridership markets and adjust to changing travel behaviors. This includes increased train frequencies at most stations throughout the day, along with a variety of new limited and "Baby Bullet" express trains to provide a competitive and reliable transit service to the region.

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: JPB Work Program-Legislative - Planning Committee

THROUGH: Michelle Bouchard
Acting Executive Director

FROM: Casey Fromson Rios
Chief Communications Officer, Acting

SUBJECT: **UPCOMING MARKETING EFFORTS RELATED TO INCREASING RIDERSHIP**

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

ACTION

This item is information only.

SIGNIFICANCE

The return to transit marketing will focus on communication and promotion of Caltrain fare and services through the All Aboard Bay Area Transit campaign. The attached presentation highlights the strategy, regional and local approach of the campaign.

Prepared By: Christina Valiente, Manager, Marketing Outreach

650-508-7763