



BOARD OF DIRECTORS 2022

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MICHELLE BOUCHARD  
ACTING EXECUTIVE DIRECTOR

# AGENDA

## PENINSULA CORRIDOR JOINT POWERS BOARD

### Work Program – Legislative – Planning (WPLP) Committee Meeting

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

**Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to [Assembly Bill 361](#) (Gov. Code section 54953).**

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

**Public Comments: Members of the public are encouraged to participate remotely.** Public comments may be submitted to [publiccomment@caltrain.com](mailto:publiccomment@caltrain.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included in the Board's weekly correspondence and posted online at <https://www.caltrain.com/about-caltrain/meetings>

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

**July 27, 2022 - Wednesday**

**3:00 pm**

*All items to which [Government Code section 84308](#) applies have been marked with an asterisk*

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

- |   |               |
|---|---------------|
| 3. Adopt Motion Authorizing Holding Committee Meetings via Teleconference for 30 Days Pursuant to Assembly Bill (AB) 361  | Motion        |
| 4. Public Comment on Items not on the Agenda<br>Comments by each individual speaker shall be limited to three (3) minutes. Items raised that require a response will be deferred for staff to reply.  |               |
| 5. Approve Meeting Minutes of June 22, 2022   | Motion        |
| 6. Redwood City Planning and Real Estate Update and Resolution Authorizing the Acting Executive Director to Enter into a Participation Agreement with the City of Redwood City to Assist in Funding Plan Amendments to Facilitate Future Transit-Oriented Development on JPB-Owned Property | Motion        |
| 7. Authorize the Executive Director to Execute a Letter of Agreement (LOA) with the Transbay Joint Powers Authority (TJPA)  | Motion        |
| 8. State and Federal Legislative Update   | Informational |
| 9. Committee Member Requests  |               |
| 10. Date/Time of Next Regular WPLP Committee Meeting: Wednesday, August 24, 2022 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](http://www.caltrain.com). Communications to the Board of Directors can be e-mailed to [board@caltrain.com](mailto:board@caltrain.com). *Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电1.800.660.4287*

### Date and Time of Board and Committee Meetings

JPB Board: First Thursday of the month, 9:00 am; JPB WPLP Committee: Two Wednesdays before the Board meeting, 3:00 pm. The date, time, and location of meetings may be changed as necessary. Meeting schedules for the Board and committees are available on the website.

### Location of Meeting

**Due to COVID-19, the meeting will only be via teleconference as per the information provided at the top of the agenda. The Public may not attend this meeting in person.** \*Should Zoom not be operational, please check online at <https://www.caltrain.com/about-caltrain/meetings> for any updates or further instruction.

### Public Comment\*

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### Accessible Public Meetings/Translation

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

### Availability of Public Records

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

**Peninsula Corridor Joint Powers Board  
Staff Report**

TO: Work Program-Legislative-Planning Committee

THROUGH: Michelle Bouchard  
Acting Executive Director

FROM: James C. Harrison  
General Counsel

**SUBJECT: Adopt Motion Authorizing Holding Committee Meetings via Teleconference for 30 Days Pursuant to Assembly Bill (AB) 361**

Finance Committee  
Recommendation

Work Program-  
Legislative-Planning

Staff Coordinating  
Council Reviewed

Staff Coordinating Council  
Recommendation

**ACTION**

Staff recommends that the Work Program-Legislative-Planning Committee of the Peninsula Corridor Joint Powers Board (“JPB”) adopt a motion:

1. Finding that: 1) there is a proclaimed state of emergency in California; and 2) local public health officials have recommended measures for social distancing; and 3) meeting in person would pose imminent risk to the health and safety of attendees; and
2. Approving holding Committee meetings remotely via teleconference for the next 30 days, pursuant to AB 361 (Government Code section 54953).

**SIGNIFICANCE**

On March 4, 2020, Governor Gavin Newsom declared a state of emergency, and issued subsequent executive orders suspending certain provisions of the Ralph M. Brown Act (the Brown Act) to allow local government agencies to meet remotely during the COVID-19 pandemic. His most recent executive order suspending provisions of the Act expired at the end of September; before its expiration, Governor Newsom signed Assembly Bill 361 (AB 361) into law on September 16, 2021, amending the Brown Act to permit local agencies to continue to use teleconferencing under certain conditions during a state of emergency.

AB 361 allows local agencies to make an initial determination to hold open meetings via teleconferencing when there is a proclaimed state of emergency and one of the following criteria described in section 54953(e)(1) of the Brown Act, as amended, is met:

1. State or local officials have imposed or recommended social distancing.

2. The local agency holds a meeting for the purposes of determining by majority vote if meeting in person would pose imminent health and safety risks to attendees.
3. The local agency holds a meeting after having determined by majority vote, as a result of the emergency, meeting in person would pose imminent risks to the health or safety of attendees.

Following the initial determination, a local agency must make the following findings by a majority vote every 30 days to renew the resolution and to continue to meet remotely: (1) the local agency has reconsidered the circumstances of the emergency; *and* (2) the state of emergency continues to directly impact the ability of the members to safely meet in person, *or* state or local officials continue to impose or recommend social distancing. Gov't Code § 54953(e)(3).

In February 2022, Governor Gavin Newsom issued Executive Orders ending certain emergency measures no longer required to address the pandemic, however, the Governor's declared state of emergency is still in place. Transmission in all three JPB member counties is currently high according to CDC metrics. Though some COVID-19 restrictions have been rolled back at the state and local level, the California Department of Public Health continues to recommend that people who are at higher risk of severe illness from COVID-19 continue to protect themselves by staying at least six feet apart from people outside their households. And while masks are no longer required in all indoor spaces, the San Mateo County Health Department still recommends indoor masking for gatherings that include the elderly, immunocompromised individuals, or people who are not vaccinated.

Given the current conditions, staff recommends that the Committee adopt the requisite findings and authorize Committee meetings to be conducted via teleconference for the next 30 days following this July 27, 2022, meeting.

### **BUDGET IMPACT**

There is no budget impact associated with receiving this report.

### **BACKGROUND**

#### **A. Pending Legislation on Teleconferencing Pursuant to the Brown Act (AB 2449 and AB 1944)**

Assemblymember Alex Lee and Assemblymember Cristina Garcia introduced Assembly Bill 1944 (AB 1944) on February 10, 2022. The bill would require local governments to livestream public meetings and to allow virtual public participation. The bill would also allow local governmental bodies meeting remotely to waive the requirement that agencies identify the address of the location from which members participate via teleconference as long as at least a quorum of members of the legislative body participates from a single physical location that is clearly identified on the agenda, open to the public, and situated within the boundaries of the territory over which the local agency has jurisdiction. On May 26, the Assembly passed AB 1944, and on

June 22, 2022, the Senate Committee on Rules referred the bill to the Committees on Government and Finance and Judiciary.

However, the Committee pulled AB 1944 from the Committee's agenda without voting on it, and the measure will not be moving forward this year. The Committee did advance Assembly Bill 2449 (AB 2449), introduced by Assembly Member Blanca Rubio, which also would amend the teleconferencing provisions of the Brown Act. According to the committee analysis for AB 1944, "AB 2449 provides more limited flexibility but greater transparency compared to AB 1944. The Committee may wish to consider which approach strikes a better balance between flexibility for members of legislative bodies and transparency for the public."

AB 2449 would extend some of the teleconferencing provisions of AB 361, currently set to end January 1, 2024, until January 1, 2026. Specifically, AB 2449 would authorize local agencies to use teleconferencing without complying with the teleconferencing requirements that each teleconference location be identified in the notice and agenda and that each teleconference location be accessible to the public if at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. Under this exception, members would be permitted to participate remotely if the member had just cause or there were emergency circumstances, and the legislative body had approved the request. Members would only be able to appear via teleconference for just cause or because of emergency circumstances at two meetings during the calendar year. The Senate Governance and Finance Committee passed AB 2449 by a 5-0 vote on June 22, 2022 and the Senate Judiciary Committee passed the bill by a 9-1 vote on June 30, 2022. The Senate Judiciary Committee referred the bill to the Senate Appropriations Committee on June 30, 2022, where it is pending. It is the only active bill pending that addresses the teleconference provisions of the Brown Act.

## **B. Public Health Guidance in Member Counties**

The California Department of Public Health continues to refer California residents to guidance from the Centers for Disease Control and Prevention (CDC) on how to prevent the spread of COVID-19 and its variants, and the CDC continues to recommend social distancing as a measure for individuals and specifically vulnerable individuals to protect themselves and others from infection with COVID-19.

Similarly, the San Mateo County Health Officer has advised that San Mateo County residents should continue to follow the recommendations of the CDC. According to the City and County of San Francisco public health guidance, its guidelines will align with those of the CDC (except when local conditions require more restrictive measures). On September 21, 2021, the County of Santa Clara Public Health Officer issued a Recommendation Regarding Continued Remote Public Meetings of Governmental Entities and advised that public bodies continue to meet remotely to the extent possible. This recommendation has not changed since that time.

Prepared by: James C. Harrison and Anna Myles-Primakoff, Olson Remcho LLP

**Peninsula Corridor Joint Powers Board  
Work Program – Legislative – Planning Committee (WPLP)  
1250 San Carlos Avenue, San Carlos CA  
Draft Minutes of June 22, 2022**

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

**MEMBERS ABSENT:** None

**STAFF PRESENT:** M. Bouchard, J. Harrison, C. Fromson, D. Santoro, A. Simmons, J. Wasilco, A. Piano, R. Barnard, R. Tam, D. Seamans, S. Wong, K. Scribner

**1. Call to Order/Pledge of Allegiance**

Chair Stone called the meeting to order at 3:00 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**

There were none.

**4. Approve Meeting Minutes of May 25, 2022**

Motion/Second: Stone/Chavez

Ayes: Chavez, Stone, Heminger

Noes: None

Absent: None

**5. State and Federal Legislative Update**

Casey Fromson, Chief Communications Officer, provided information on the following:

- House transportation bill could benefit the electrification project and it still needs to go through the Senate
- At the State level there are ongoing negotiations on the budget with voting July 1<sup>st</sup>

Jadie Wasilco, Government Community Affairs Manager, provided an update that included information on the following:

- Senate Bill (SB) 917 Becker (Seamless legislation) amendments no longer included unfunded mandates for free transfers
- h
- Assembly Bill (AB) 1944 Lee (Open and Public meeting) allowed for waiving certain Brown Act requirements to meet via teleconference, but require a quorum of a board to participate from a single physical location, open to the public, and within its jurisdiction

**6. Authorize Use of Construction Manager General Contractor (CMGC) Project Delivery Method Pursuant to Public Contract Code Section 103393 et seq. for the Mountain View Transit Center Grade Separation and Access Project**

Michelle Bouchard, Acting Executive Director, stated this would give Caltrain latitude to use different forms of project delivery, improve results, and collaboration with contractors.

Rob Barnard, Deputy Chief Rail Development, provided the presentation, which included the following:

- Project location and overall project schedule with completion in approximately 5 years
- Legislative Basis for CMGC delivery method and uses Measure B funding (\$270 million plus)
- Project delivery methods evaluated and workshop results
- Design-Bid-Build advantages & disadvantages
- CMGC Findings for expediting project completion and staff recommendations

The Board had a discussion and staff provided further clarification in response to the Board members comments and questions, which included the following:

- Evaluate design build option and overall economic conditions
- Life safety issue with every grade separation and High-Speed rail without grade separations
- The dispute resolution model and having more rigorous and new dispute mediation

Public comment

Jeff Carter, Millbrae, expressed support for reduced project costs and expediting project delivery, including future grade separations. He requested Caltrain expand to three or four tracks to accommodate future needs.

Motion/Second: Heminger/Chavez

Ayes: Chavez, Heminger, Stone

Noes: None

Absent: None

**7. Broadband Wireless Communication Project Update**

Michelle Bouchard, Acting Executive Director, introduced Andy Robbins, Director of Capital Program Delivery, with more than 40 years of experience overseeing projects.

Andy Robbins, Director of Capital Program Delivery, provided the presentation on the following:

- Project overview, Caltrain Goals (Vision 2040), and building back ridership
- Project scope and requirements including an open technology approach with focus on performance and customer experience
- Conceptual design and goals to enhance equity and improve wireless connectivity
- Future proofing technology for increased bandwidth, dynamic onboard maps for wayfinding, enhanced monitoring at central control, and data driven maintenance



- Next steps included recommendation for the Board in September, meeting goals, onboard CCTV (closed-circuit television), leverage existing fiber network, and having Broadband fully operational when EMUs go live 2040

**8. Committee Member Requests**

There were none.

- 9. Date/Time of Next Regular WPLP Committee Meeting:** Wednesday, July 27, 2022 at 3:00 pm via Zoom (additional location, if any, to be determined).

**10. Adjourn**

The meeting adjourned at 4:11 p.m.

DRAFT

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Work - Program - Legislative - Planning Committee  
Through: Michelle Bouchard, Acting Executive Director  
From: Dahlia Chazan, Deputy Chief of Planning  
Subject: **Redwood City Planning and Real Estate Update and Resolution Authorizing the Acting Executive Director to Enter into a Participation Agreement with the City of Redwood City to Assist in Funding Plan Amendments to Facilitate Future Transit-Oriented Development on JPB-Owned Property**

Finance Committee  
Recommendation

Work Program-  
Legislative-Planning  
Committee  
Recommendation

Staff Coordinating  
Council Reviewed

Staff Coordinating Council  
Recommendation

**Action**

This report includes:

1. An informational update that will be supplemented by a presentation and which requires no action by the Board of Directors (“Board”); and
2. A recommendation to adopt a resolution authorizing the Acting Executive Director or designee to enter into a Participation Agreement with the City of Redwood City to assist in funding plan amendments that will facilitate future transit-oriented development on JPB-owned property at the Redwood City Caltrain Station (“Property”).

**Significance**

The Caltrain planning team has been involved in multiple joint planning efforts with the City of Redwood City over the past few years. This report provides an update on these efforts, which are consistent with the 2040 Long Range Service Vision’s designation of Redwood City as the mid-peninsula hub and transfer station.

The report also provides an update on related JPB real estate activities within Redwood City’s Transit District, which aim to preserve future right-of-way needed for a future four-track hub station, provide new parking for Caltrain patrons, and maximize transit-oriented development (“TOD”) potential on JPB property and in the surrounding Transit District.

In support of these real estate and planning efforts, Staff recommends that the Board agree to enter into a Participation Agreement with the City of Redwood City to assist in funding the Transit District Environmental Impact Report (“EIR”) and Plan Amendments, which will facilitate future development of JPB property within the Transit District, resulting in a future project receiving faster entitlements with less capital outlay.

### **Budget Impact**

The cost to participate in the Redwood City Transit District EIR and Plan Amendments is \$169,000. This cost may ultimately be recovered if the JPB-owned property is developed in the future.

### **Background**

Caltrain's 2040 Service Vision identified Redwood City station as the ideal location for a four-track mid-Peninsula transfer hub due to its high ridership, land use densities, and potential connection to the future Dumbarton crossing. The station area also has significant potential for future development, including the Sequoia Station Shopping Center redevelopment by Lowe Enterprises ("Lowe") as well as the potential for future TOD on JPB-owned property.

Staff have been working with the City closely on a variety of planning and real estate-related efforts, summarized below.

### **Summary of Planning Efforts**

#### **Redwood City Grade Separation Feasibility Study (led by City of Redwood City)**

The City of Redwood City initiated the Grade Separation Feasibility Study in May 2019 in partnership with Caltrain. The Study evaluates a number of different alternatives for elevated grade separation structures in Redwood City to reduce pedestrian, bicycle, and motor vehicle conflicts with trains, to improve connectivity across the tracks and to decrease traffic delays related to future service levels.

The City and Caltrain have worked together to hone the alternatives and completed the final round of community outreach in June 2022. The study is anticipated to be complete in late summer and will result in a project summary report that can be used to inform the next phase of work. It will also be used by the City Council of Redwood to help them select a preferred alternative.

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

The City of Redwood City is planning for the near-term redevelopment of the "Redwood City Transit District", which includes the Sequoia Station Shopping Center, the Caltrain station, Caltrain's Perry Street parking lot, Caltrain's James Street parking lot, and Caltrain's Redwood City Transit Center, which is used by SamTrans for bus-to-bus transfers and to provide last mile connections to the Caltrain Station. The Transit District identifies the land use regulations, space needs and circulation improvements associated with potential grade separations, a future four-track Caltrain station, and the redevelopment of the Sequoia Station Shopping Center and the Redwood City Transit Center property.

#### **Transit Center Planning (led by Caltrain)**

Grade separations in Redwood City will include construction of a new four-track Caltrain station and transit center. To further aid short-term coordination associated with the redevelopment of the Redwood City Transit District, Caltrain, SamTrans and Redwood City collaborated on a transit center planning exercise. The purpose of this exercise was to 1) develop a station site

plan concept and 2) ensure adequate space is preserved for all modes of access to the station in both the near and long term.

The study examined the locations for future multimodal access facilities to ensure they could be adequately accommodated under future conditions. Applicable findings from this study have informed components of the Redwood City Transit District.

### **Related Real Estate Activities and Recommendation to Contribute to Transit District Plan Amendments**

A summary of JPB real estate activities in Redwood City is provided below; additional detail is provided in the accompanying presentation.

#### Sequoia Station Property Dedication and Replacement Caltrain Parking

Staff worked closely with the City and Lowe to identify the portion of the Sequoia Station development site needed for future expansion of the right of way, and Lowe has agreed to dedicate this property to JPB. The next steps will be to discuss trigger mechanisms and timing of the dedication with the City and Lowe. Lowe has also tentatively agreed to provide 150 replacement parking spaces for Caltrain as part of its Sequoia Station redevelopment.

#### Property Swap with Minkoff Group and Redwood City

Minkoff Group is planning a mixed-use development with commercial office and a teen center at 901 El Camino Real (as well as an affordable housing project at an off-site location). The JPB entered into a service agreement with Minkoff Group to explore the viability and parameters of a proposed three-way property exchange with Minkoff Group and the City of Redwood City. The swap, originally proposed by Redwood City, would result in JPB ownership of a more regularly shaped site for future development, as well as meet the City's objective of creating a more efficient street grid in the Transit District area. It will also enable Minkoff to provide additional affordable housing units.

Minkoff will pay for JPB staff time to evaluate the feasibility of the property swap, including understanding the exact boundaries of properties that would be exchanged, details about the City's Street vacation and dedication process and likely timing of a swap given that it will be contingent upon the Minkoff Group receiving entitlements for their adjacent project. If, after obtaining a better understanding of the above, staff concludes that it makes sense to pursue the swap, the next steps will be to evaluate the properties through the Rail Corridor Use Policy process, obtain Board approval of any proposed transaction and thereafter proceed in a manner consistent with Surplus Land Act requirements.

#### Participation in Transit District EIR and Plan Amendments

Redwood City has requested that the JPB enter into a participation agreement to help fund the Transit District EIR and Plan Amendments, which would enable residential mixed-use development on the JPB-owned development site at the transit station, with densities appropriate for development near Caltrain. Under this agreement, the JPB would provide \$169,000 (13% of total cost, shared with the City and Lowe). Staff recommend that Board approve this contribution because it will facilitate future TOD on JPB property and provide

environmental clearance, ultimately resulting in reduced cost and time savings for the future developer.

Prepared By:	Brian W. Fitzpatrick	Director, Real Estate and Development	(650) 508-7781
	Nadine Fogarty	Deputy Director, TOD & Real Estate Planning	(650) 208-6574
	Melissa Reggiardo	Planning Manager	(650) 508-6283
	David Pape	Principal Planner	(650) 508-6210

**Resolution No. 2022-**

**Board of Directors, Peninsula Corridor Joint Powers Board  
State of California**

\* \* \*

**Authorizing the Acting Executive Director to Enter into a Participation Agreement with the City of Redwood City to Assist in Funding Plan Amendments to Facilitate Future Transit-Oriented Development on JPB-Owned Property**

**Whereas**, a portion of the Peninsula Corridor Joint Powers Board (“JPB”)-owned Redwood City Caltrain Station (the “Property”) has been identified in the Caltrain Rail Corridor Use Policy (“RCUP”) as property not needed to accommodate future Caltrain expansion, and Staff has identified the site as one of the Agency’s most promising development parcels; and

**Whereas**, the City of Redwood City (“City”) is undergoing a process to amend its Downtown Precise Plan to create a Transit District overlay that will provide additional standards and guidelines to support transit-oriented development and increase the development cap specific to this area; and

**Whereas**, the City is also preparing a Transit District Environmental Impact Report (EIR) that will provide environmental clearance for properties included within the Transit District; and

**Whereas**, participating in these plan amendments and the EIR will result in lower cost and a streamlined City approval process than if the if the Agency were to separately seek entitlements and undertake environmental review at a later date; and

**Whereas**, a number of office projects are proposed in the Transit District area, and Staff believes that the Property offers an important opportunity to plan for housing on JPB property; and

**Whereas**, participating in the City process does not require the JPB to develop the Property; and

**Whereas**, if the JPB seeks to redevelop the site in the future, it would comply with all state and local regulations (including the Surplus Land Act) and would engage a developer partner; and

**Whereas**, Staff recommends that the Board authorize the Acting Executive Director or designee to enter into a Participation Agreement with the City of Redwood City to assist in funding plan amendments that will facilitate future transit-oriented development on JPB-owned property at the Redwood City Caltrain Station.

**Now, Therefore, Be It Resolved** that JPB hereby authorizes the Acting Executive Director to enter a Participation Agreement with the City of Redwood City in an amount of \$169,000 to assist in funding the plan amendments and the EIR for the JPB-owned property at the Redwood City Caltrain Station and to take all other actions necessary to give effect to this resolution.

Regularly passed and adopted this 4<sup>th</sup> day of August, 2022 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary



**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Work - Program - Legislative - Planning Committee  
Through: Michelle Bouchard, Acting Executive Director  
From: Dahlia Chazan, Deputy Chief, Caltrain Planning.  
Subject: **Authorize the Executive Director to Execute a Letter of Agreement (LOA) with the Transbay Joint Powers Authority (TJPA)**

Finance Committee  
Recommendation

Work Program-  
Legislative-Planning  
Committee  
Recommendation

Staff Coordinating  
Council Reviewed

Staff Coordinating Council  
Recommendation

**Action**

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

- 1) Authorize the Acting Executive Director to execute a Letter of Agreement for reimbursement from TJPA to Caltrain for efforts to advance the Downtown Rail Extension project (DTX) in an amount not to exceed \$437,000 in Fiscal Year 2021-2022 (“FY22”), and \$2,883,000 in Fiscal Year 2022-2023 (“FY23”); and
- 2) Authorize the Acting Executive Director or designee to execute any necessary agreements or amendments and take any additional actions necessary to give effect to this resolution.

**Significance**

Caltrain and TJPA have negotiated a Letter of Agreement (“LOA”) describing the parties’ cooperation to complete all work needed to meet critical milestones in the DTX Accelerated Work Plan and Capital Investment Grant (“CIG”) documentation, and authorizing reimbursement from TJPA to Caltrain for such efforts, while the parties negotiate a longer-term Master Cooperative Agreement (“MCA”) to be included in the TJPA’s August 2023 application to the Federal Transit Administration (“FTA”) Capital Investment Grants (CIG) Program. While the LOA is in place, the parties will negotiate the terms of the MCA by February 2023, with the goal of the full MCA being completed by August 2023.

**Budget Impact**

The LOA will have a positive impact on the budget. It allows for Caltrain costs directly attributable to this project (up to \$437,000 for FY22 and \$2,883,000 for FY23) to be covered by this project, avoiding pressure on other Caltrain capital and operating budgets. This is the same

arrangement in place between Caltrain and jurisdictions across the corridor engaged in capital project planning and delivery, such as Menlo Park and Sunnyvale.

### **Background**

The completion of the DTX will have a major positive impact on Caltrain service and ridership. It completes the final element of the Transbay Program, which includes the Salesforce Transit Center, completed in 2018, and the creation of a transit-oriented neighborhood around the multi-modal transit hub. A regional priority since 1988, the DTX project will deliver the vision of the program by bringing Caltrain and California High Speed Rail into downtown San Francisco. The environmentally-cleared DTX will extend Caltrain's rail line from the Fourth and King station by approximately 1.6 miles and will provide significantly improved access for Peninsula riders to the North and East Bays, with a nearby connection to BART and San Francisco Municipal Transportation Agency rail services.

In April 2020, Caltrain entered into a Memorandum of Understanding (the "2020 MOU") with the TJPA, Metropolitan Transportation Commission (MTC), California High Speed Rail Authority (CHSRA), City and County of San Francisco (CCSF), and the San Francisco County Transportation Authority (SFCTA) (the project partners). Pursuant to the MOU, these six agencies have agreed to take part in a multi-year effort to ready the DTX for procurement, including activities related to governance, oversight, management, funding, and project delivery. The MOU also established a new organizational structure to support the efforts of the TJPA. An Integrated Program Management Team (IPMT), and an Executive Steering Committee (ESC), both composed of representatives from each of the partnering agencies, meet regularly to advise the TJPA Board on technical and policy matters. Specifically, Acting Executive Director Michelle Bouchard currently serves as the Chair of the DTX ESC, and Caltrain staff are members of the IPMT.

In 2021, the project executed an accelerated master schedule to support a potential 2023 Full Funding Grant Agreement (FFGA) request through the Federal Transit Administration's (FTA's) Capital Improvement Grant (CIG) process. The project was accepted into the FTA's initial Project Development Phase in December 2021. In 2022, the DTX project continues to pursue major milestones related to project development, funding, and public outreach and engagement.

To support and formalize Caltrain's role in the project, Caltrain and TJPA have commenced negotiating an MCA that outlines and confirms each party's responsibility for planning, designing, procuring, constructing, operating, and maintaining DTX. The MCA also meets the FTA requirement that TJPA, as Project Sponsor, completes and secures all critical third-party agreements that are necessary to facilitate the financing, design, permitting, construction, and operation and maintenance of a federally funded capital transit project. Therefore, the MCA must be complete prior to the scheduled commencement of FTA's CIG Engineering Phase in

August 2023. The MCA will address key topics including design support and coordination, right of way, temporary encroachment, permitting, procurement and construction coordination, operations maintenance and rehabilitation, and asset disposition.

As part of Caltrain’s participation in the project since the December 2021 entry into Project Development, Caltrain has incurred consultant costs in FY22 in support of this effort beyond its role on the DTX Executive Steering Committee (ESC) and participation in the DTX Integrated Project Management Team (IPMT). Due to its unique project development related responsibilities as lead transit rail operator, Caltrain has incurred an estimated \$437,000 in consultant costs since DTX’s acceptance into the FTA CIG Program in December 2021. Similarly, in FY23 Caltrain anticipates it will incur an additional \$2.883M, in agency staff and consultant costs in support of DTX. Costs incurred in support of advancing DTX in the CIG program are considered eligible local share to match a future Full Funding Grant Agreement (“FFGA”).

To ensure that these costs borne by Caltrain are reimbursed while the full MCA is being developed, a Letter of Agreement (LOA) between the parties will cover the interim period before the MCA is executed and will authorize the reimbursement of the consultant costs incurred by Caltrain in FY22 and its anticipated agency and consultant costs for FY23. These coordinated efforts are required to ensure that TJPA meets critical milestones in the accelerated work plan and documentation requirements of the FFGA. The LOA was adopted by the TJPA Board on July 14, 2022.

Prepared By:	Anthony Simmons	Director, Systemwide, Stations, and Capital Planning	SimmonsA@caltrain.com
	Dahlia Chazan	Deputy Chief, Caltrain Planning	650-730-6115

**Board Of Directors, Peninsula Corridor Joint Powers Board  
State Of California**

\* \* \*

**Authorizing Execution Letter of Agreement with the Transbay Joint Powers Authority**

**Whereas**, in April 2020, the Peninsula Corridor Joint Powers Board (JPB) entered into a Memorandum of Understanding (the 2020 MOU) with the Transbay Joint Powers Authority (TJPA), Metropolitan Transportation Commission (MTC), California High Speed Rail Authority (CHSRA), City and County of San Francisco (CCSF), and the San Francisco County Transportation Authority (SFCTA) (the project partners) to take part in a multi-year effort to ready the Downtown Rail Extension (DTX) for procurement, including activities related to governance, oversight, management, funding, and project delivery; and

**Whereas**, the completion of the DTX will have a major positive impact on Caltrain service and ridership. It completes the final element of the Transbay Program, which includes the Salesforce Transit Center, completed in 2018, and the creation of a transit-oriented neighborhood around the multi-modal transit hub by bringing Caltrain and California High Speed Rail into downtown San Francisco; and

**Whereas**, in 2021, the project executed an accelerated master schedule to support a potential 2023 Full Funding Grant Agreement (FFGA) request through the Federal Transit Administration's (FTA's) Capital Improvement Grant (CIG) process. To support and formalize Caltrain's role in the project, the JPB and TJPA have commenced negotiating an Master Cooperative Agreement that outlines and confirms each party's responsibility for planning, designing, procuring, constructing, operating, and maintaining DTX; and

**Whereas**, as part of the JPB's participation in the project since the December 2021 entry into Project Development, the JPB has incurred consultant costs in FY22 in support of this effort beyond its role on the DTX Executive Steering Committee (ESC) and participation in the DTX Integrated Project Management Team (IPMT) and due to its unique project development related responsibilities as lead transit rail operator, the JPB has incurred an estimated \$437,000 in consultant costs since DTX's acceptance into the FTA CIG Program in December 2021. Similarly, in FY23 the JPB anticipates it will incur an additional \$2.883M, in agency staff and consultant costs in support of DTX. Costs incurred in support of advancing DTX in the CIG program are considered eligible local share to match a future Full Funding Grant Agreement ("FFGA"); and

**Whereas**, to ensure that these costs borne by the JPB are reimbursed while the full MCA is being developed, a Letter of Agreement (LOA) between the parties will cover the interim period before the MCA is executed and will authorize the reimbursement of the consultant costs incurred by Caltrain in FY22 and its anticipated agency and consultant costs for FY23. These coordinated efforts are required to ensure that TJPA meets critical milestones in the accelerated work plan and documentation requirements of the FFGA; and

**Whereas**, the LOA was adopted by the TJPA Board on July 14, 2022, and staff recommends that the Board authorizes the Acting Executive Director to execute a Letter of Agreement for reimbursement from TJPA to Caltrain for efforts to advance the Downtown Rail Extension project (DTX) in an amount not to exceed \$437,000 in Fiscal Year 2021-2022 ("FY22"), and \$2,883,000 in Fiscal Year 2022-2023 ("FY23"); and

**Now, therefore, be it resolved** that the Board of Directors authorizes the Acting Executive Director to execute a Letter of Agreement for reimbursement from TJPA to Caltrain for efforts to advance the Downtown Rail Extension project (DTX) in an amount not to exceed \$437,000 in Fiscal Year 2021-2022 (“FY22”), and \$2,883,000 in Fiscal Year 2022-2023 (“FY23”); and

**Be it further resolved** that the Board of Directors authorizes the Acting Executive Director or designee to execute any necessary agreements or amendments and take any additional actions necessary to give effect to this resolution.

Regularly passed and adopted this 4<sup>th</sup> day of August 2022 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, Peninsula Corridor Joint Powers Board

ATTEST:

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JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Work Program-Legislative-Planning Committee  
Through: Michelle Bouchard, Acting Executive Director  
From: Casey Fromson, Chief Communications Officer  
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 proposes the Committee recommend the Board:

1. Receive the attached Federal and State Legislative Updates

**Significance**

The 2022 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

**Budget Impact**

None.

**Background**

None.

Prepared By: Jadie Wasilco                      Government & Community                      650.465.6301  
   Affairs Manager



July 8, 2022

TO: Caltrain Board of Directors

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

RE: **STATE LEGISLATIVE UPDATE – August 2022**

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### **General Update**

The Legislature adjourned for Summer Recess on July 1, and legislators will remain in their districts until August 1. After they return, the Legislature will turn to the fiscal committee deadline of August 12, where all bills that are keyed fiscal must pass out of the Appropriations Committee in the bill's second house.

After the fiscal committee deadline, Legislators must pass bills off the floor of their second house and if applicable, the floor of the house of origin for concurrence, before the Legislature adjourns for final recess on August 31.

The Governor will then have 30 days to consider the bills on his desk.

### **2022-23 State Budget Update**

The Legislature adopted and the Governor signed the 2022-23 Budget just before the start of the new fiscal year. Of interest to Caltrain, this includes \$4.2 billion for high-speed rail and \$7.65 billion for transit broken down as follows:

1. **\$3.65 billion (SB/AB 180, Item 0521-131-0001) for transit capital projects to be administered by Transit and Intercity Rail Capital Program (TIRCP).**
  - a. \$1.4985 billion is dedicated to geographical areas not listed as Southern California for high-priority transit and rail infrastructure projects.
    - No less than \$900 million of the \$1.4985 billion shall be administered as a General Fund set-aside for an "Existing TIRCP Projects Leveraging Federal & Local Funds Reserve" and shall be available for multi-year grants to support the delivery of capital projects that have previously received grants from the Transit and Intercity Rail Capital Program and that can demonstrate that a supplemental state grant would leverage or maintain an identified source of significant local or federal investment, including through the federal Capital Investment Grant Program, Expedited Project Delivery Program, or other federal funding source.



- Caltrain’s Electrification Project qualifies under the terms of this \$900 million set aside.
  - b. \$1.8315 billion is dedicated to high-priority transit projects in Southern California, geographically inclusive of the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego and Ventura.
    - No less than \$900 million of t \$1.8315 billion shall be administered as a General Fund set-aside for an “Existing TIRCP Projects Leveraging Federal & Local Funds Reserve” and shall be available for multi-year grants to support the delivery of capital projects that have previously received grants from the Transit and Intercity Rail Capital Program and that can demonstrate that a supplemental state grant would leverage or maintain an identified source of significant local or federal investment, including through the federal Capital Investment Grant Program, Expedited Project Delivery Program, or other such federal funding source.
  - c. \$300 million for project development activities related to rail realignment capital projects for high-priority intercity rail projects located primarily in the coastal zone, identified in the State Rail Plan as being at risk of sea-level rise, and designated as a Strategic Rail Corridor Network by the United States Department of Defense and Federal Railroad Administration.
  - d. Of the total allocated under 1a and 1b, up to \$150 million shall be administered as a General Fund set-aside for a “Major Projects Project Development Reserve” and shall be available for multiyear grants to support the delivery of capital projects and programs of projects that have entered or have applied to enter federal project development processes for at least a portion of the project or program of projects, and that expect to receive federal funding in the future once complete with project development.
2. **\$4 billion (SB/AB 198 Section 15) in FYs 2023-24 and 2024-25 for transit capital projects statewide, allocated via population-based formula.**
- a. Of this total \$2 billion shall be available for each fiscal year, for the 2023–24 and 2024–25 fiscal years for transit and intercity rail capital projects. It is the goal of the Legislature that each recipient of funding described in subdivision (a) of Section 99313 of the Public Utilities Code will receive a minimum allocation of three hundred thousand dollars (\$300,000) from Transit and Intercity Rail Capital Program funds described in this section, with the balance of the Transit and Intercity Rail Capital Program funds described in this section allocated on a population-based formula to each recipient of funding described in subdivision (a) of Section 99313 of the Public Utilities Code. It is the intent of the Legislature that these funds will be used consistent with the uses identified Item 0521-131-0001 of Section 2.00 of the Budget Act of 2021.

The budget also includes \$350 million for critical high priority grade separation safety improvements.

### **Bills with Action Taken**

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

This bill has not yet been set for hearing and did not meet the House of Origin deadline. It will not advance this year.

**AB 1944 (Lee) Public Meetings** – This bill would make changes to the Brown Act to add additional flexibilities for board members to teleconference into meetings if certain requirements are met, including that a quorum of members of the body participate in person. *Support.*

Before the bill's hearing in the Senate Governance and Finance Committee, the committee offered amendments that the author would not accept, so the author pulled the bill, and it was not heard in committee. The bill then failed the policy committee deadline and will not be moving further.

**SB 922 (Wiener) – CEQA Exemptions for Transit.** This bill would permanently extend statutory exemptions from the CEQA requirement for clean transportation projects, including charging and facilities for zero-emission rail, station-area improvements, and first/last mile connections for bike and ped. This bill is a follow up to SB 288 (Wiener, 2020) which Caltrain supported. *Support.*

The bill is on the Assembly Floor.

**SB 942 (Newman) Low Carbon Transit Operations Program: Free or Reduced Fare Transit Program.** This bill would exempt transit agencies using program funding for the continuation of a free or reduced fare transit program from the requirement to demonstrate that reductions in GHG emissions can be realized through the continuation of the program. It would also allow the transit agency to continue to use those funds for the purpose without time restriction and require reapplication to the program every three years. *Support.*

The bill is set for hearing on August 3 in the Assembly Appropriations Committee.

### **Bills of Interest**

**AB 1919 (Holden) – Free Student Transit Passes.** This bill would, upon appropriation, require Caltrans to administer the Youth Transit Pass Pilot Program which would administer grants to transit agencies for the costs of creating, designing, developing, advertising, distributing and developing free youth transit passes, the cost of providing free transit service to passholders, and costs of administering and participating in the program. Caltrain would be required to provide a report by 2027 on the outcomes of the program. The bill includes a January 2028 sunset.

June 14 amendments strike the age threshold and replace it with those attending certain educational institutions, authorize transit agencies to submit grant applications in partnership with educational institutions, authorize grant funds to be used for existing free transit programs, and allow existing programs for free transit for those 18 years old or younger to apply without an educational partner.

The bill was set in the Senate Appropriations Committee on August 1.

**AB 2441 (Kalra) – Local Public Transit Agencies: New Technologies.** This bill would impose requirements on public transit employers relating to the introduction of new vehicle technologies for public transit services that would eliminate job functions or jobs of the workforce to which the new vehicle technology applies. The bill would require a public transit employer to provide notice to the exclusive employee representative of its intention to begin procuring, acquiring or deploying such technologies no less than 12 months in advance. The bill would also require these subjects to be mandatory subjects of collective bargaining, including creating plans to train and prepare the affected workforce to fill new positions created by the technology.

The bill was amended on June 2 with various changes that narrow the bill but do not address all the outstanding concerns raised by transit agencies.

The bill is on the Senate Floor.

**SB 917 (Becker) – Seamless.** This bill would require the Metropolitan Transportation Commission (MTC) to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, establish open data standards, requires the region’s transit agencies to comply with the established programs, requires MTC to indicate what steps are needed to comply, and if a transit agency does not comply and does not qualify for an exemption, makes that transit agency ineligible to receive a portion of state transit funding in an amount determined by MTC.

Amendments in June require transit agencies to establish a regional transit coordinating council and would require the Council to develop and adopt an integrated transit fare structure that would be submitted to the Commission for approval. After approval, each transit agency would be required to present the structure to its board. The amendments also require funding to be secured prior to implementation of programs and fare changes discussed in the bill and maintains governing board authority over fare changes.

The bill is set for hearing in the Assembly Appropriations Committee on August 3.

### **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.

**Status:** Project awards have been announced and can be [found here](#).

**Applications Received:** TIRCP received 50 applications with all funding requests totaling \$3,949,662,335.

The CTC recently hosted a series of workshops for the three SB 1 programs it oversees – the Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP), and the Trade Corridor Enhancement Program (TCEP). The CTC will solicit applications for the next round of funding in Summer 2022 and announce project awards in Summer 2023. As a reminder, in late-2020, the California Transportation Commission awarded grants for three SB 1 programs – the Solutions for Congested Corridors Program (draft guidelines as of June 2022), Local Partnership Program (draft competitive and formulaic guidelines as of June 2022), and the Trade Corridor Enhancement Program (draft guidelines as of June 2022).

**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. The 2022 STIP, adopted in March 2022, includes \$796 million in new STIP funding capacity. 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

Item #8.  
7/27/2022

July 8, 2022

PRIORITY BILLS			
Bill Number (Author)	Summary	Location	Position
<a href="#">AB 2197 (Mullin D)</a>  Caltrain Electrification: Funding	Existing law provides for the creation of the Peninsula Corridor Joint Powers Board, which operates Caltrain as the commuter rail service along the San Francisco Peninsula commute corridor. This bill would appropriate \$260,000,000 from the General Fund to the Transportation Agency for allocation to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.  Introduced: 2/15/2022	Assembly Dead	Supported 3/3/2022
<a href="#">SB 922 (Wiener D)</a>  California Environmental Quality Act: exemptions: transportation-related 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 on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would delete the requirement that the bicycle transportation plan is for an urbanized area. The bill would extend the exemption to an active transportation plan or pedestrian plan. The bill would define “active transportation plan” and “pedestrian plan.” The bill would specify that individual projects that are a part of an active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law. This bill contains other related provisions and other existing laws.  Amended: 5/11/2022	Assembly Third Reading	Supported 4/7/2022
<a href="#">SB 942 (Newman D)</a>  Low Carbon Transit Operations Program:	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates specified portions of the annual proceeds in the fund to various	Assembly Appropriations  8/3/2022 9 a.m. - 1021 O	Supported 4/7/2022

<p>free or reduced fare transit program.</p>	<p>programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases and improve mobility. Existing law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys. This bill would exempt a transit agency using program moneys for the continuation of a free or reduced fare transit program from the above-described requirement to demonstrate that reductions in the emissions of greenhouse gases can be realized through the continuation of its transit program, and authorize the transit agency to continue to use those moneys for that purpose without any restriction to length of time. The bill would require the transit agency to submit an initial allocation request to the department and, for the next three fiscal years, to provide documentation necessary to meet an annual reporting requirement and comply with the program's requirements.</p> <p>Amended: 6/29/2022</p>	<p>Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair</p>	<p>Item #8. 7/27/2022</p>
<p><a href="#">AB 1944 (Lee D)</a></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. 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 require the agenda to identify any member of the legislative body that will participate in the meeting remotely. The bill would also require an updated agenda reflecting all of the members participating in the meeting remotely to be posted, if a member of the legislative body elects to participate in the meeting remotely after the agenda is posted. This bill contains other related provisions and other existing laws.</p> <p>Amended: 5/25/2022</p>	<p>Senate Dead</p>	<p>Supported 5/5/2022</p>

<p><a href="#">SB 917</a> (<a href="#">Becker D</a>)</p> <p>Seamless Transit Transformation Act.</p>	<p>Existing law creates the Metropolitan Transportation Commission, as a local area planning agency and not as a part of the executive branch of the state government, to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma. This bill would require the commission to develop and adopt a Connected Network Plan, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified. The bill would require the region’s transit agencies, as defined, to comply with those established regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards, as provided.</p> <p>Amended: 6/20/2022</p>	<p>Assembly Appropriations</p> <p>8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, Chair</p>	<p>Item #8. 7/27/2022</p> <p>Watch</p>
<p><a href="#">AB 1919</a> (<a href="#">Holden D</a>)</p> <p>Youth Transit Pass Pilot Program: free youth transit passes.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by the department, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as specified. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program, as provided. The bill would authorize a transit agency with an existing fare free program that enables a person 18 years of age or younger to use a transit agency’s bus and rail services without paying any additional fare or charge to submit an application without an educational institution partner, as provided. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2027, on, among other things, the outcomes of the program and the funding conditions associated with offering free youth transit passes, the status of transit pass programs statewide, and whether these provisions led to reductions in the emissions of greenhouse gases and vehicle miles traveled, as provided. This bill contains other existing laws.</p> <p>Amended: 6/14/2022</p>	<p>Senate Appropriations</p> <p>8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair</p>	<p>Watch</p>

**OTHER LEGISLATION**

<p><a href="#">AB 1938</a> (<a href="#">Friedman D</a>)</p> <p>Traffic safety: speed limits.</p>	<p>Existing law establishes various default speed limits for vehicles upon highways, as specified. Existing law requires the Department of Transportation (Caltrans), by regulation, to require Caltrans or a local authority to round speed limits up or down to the nearest 5 miles per hour of the 85th percentile of free-flowing traffic. This bill would, if the speed limit needs to be rounded down to the nearest 5 miles per hour increment of the 85th-percentile speed, authorize Caltrans or a local authority to lower the speed limit by 5 miles per hour from the nearest 5 miles per hour of the 85th percentile, as specified.</p> <p>Amended: 6/16/2022</p>	<p>Senate Appropriations</p>	<p>Item #8. 7/27/2022</p> <p>Watch</p>
<p><a href="#">AB 2061</a> (<a href="#">Ting D</a>)</p> <p>Transportation electrification: electric vehicle charging infrastructure.</p>	<p>Existing law creates the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission (Energy Commission), to provide, among other things, competitive grants and revolving loans to specified entities for those entities to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies. Existing law requires the Energy Commission to develop and adopt an investment plan to determine priorities and opportunities for the program. Existing law requires the Energy Commission, in consultation with the State Air Resources Board (state board), as part of the development of the investment plan, to assess whether charging station infrastructure is disproportionately deployed, as specified, and, upon finding disproportionate deployment, to use moneys from the Alternative and Renewable Fuel and Vehicle Technology Fund, as well as other mechanisms, including incentives, to more proportionately deploy new charging station infrastructure, except as specified. Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities are under the direction of their governing boards. Existing law requires the PUC, in consultation with the Energy Commission and the state board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to, among other things, reduce dependence on petroleum and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. The PUC is required to approve, or modify and approve, programs and investments in transportation electrification, including those that deploy charging infrastructure, through a reasonable cost recovery mechanism, if certain requirements are met. Beginning July 1, 2023, this bill would require an entity that receives an incentive funded by a state agency or through a charge on ratepayers to install, own, or operate a charging station, in whole or in part, to report charging station uptime, as defined, to the Energy Commission. The bill would require the Energy Commission, in consultation with the PUC, to develop a formula to calculate uptime to provide consistent, standardized reporting of information. This bill contains other existing laws.</p>	<p>Senate Appropriations</p> <p>8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair</p>	<p>Watch</p>



	Amended: 4/18/2022		Item #8. 7/27/2022
<p><a href="#">AB 2237 (Friedman D)</a></p> <p>Transportation planning: regional transportation improvement plan: sustainable communities strategies: alternative planning strategy: state transportation funding.</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. Existing law, to the extent the sustainable communities strategy is unable to achieve the greenhouse gas emissions reduction targets, requires the affected metropolitan planning organization to prepare an alternative planning strategy showing how the targets may be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.</p> <p>Existing law requires each regional transportation planning agency or county transportation commission to biennially adopt and submit to the California Transportation Commission and the Department of Transportation a 5-year regional transportation improvement program that includes, among other things, regional transportation improvement projects and programs proposed to be funded, in whole or in part, in the state transportation improvement program. This bill would require that those projects and programs included in each regional transportation improvement program also be consistent with the most recently prepared sustainable communities strategy of the regional transportation planning agency or county transportation commission, or, if applicable, the alternative planning strategy, and state and federal air quality standards. The bill would prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy of the applicable regional transportation planning agency or county transportation commission or, if applicable, the alternative planning strategy. The bill would also prohibit the expenditure of funds from local tax measures that passed before January 1, 2023, but that exclusively provide for the collection and expenditure of funds on or after January 1, 2023, until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy, or, if applicable, the alternative planning strategy. This bill contains other related provisions and other existing laws.</p> <p>Amended: 6/13/2022</p>	Senate Dead	Watch
<p><a href="#">AB 2357 (Ting D)</a></p> <p>Surplus land.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local</p>	Senate Dead	Watch

	<p>agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under existing law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. Existing law defines “exempt surplus land,” for which a local agency is not required to follow the requirements for disposal of surplus land, except as provided, as, among other things, surplus land that is subject to valid legal restrictions that are not imposed by the local agency and that would make housing prohibited, as specified. This bill would also require the department to maintain on its internet website a listing of all entities, including housing sponsors, that have notified the department of their interest in surplus land for the purpose of developing low- and moderate-income housing. This bill contains other related provisions and other existing laws.</p> <p>Amended: 4/5/2022</p>		<p>Item #8. 7/27/2022</p>
<p><a href="#">AB 2438 (Friedman D)</a></p> <p>Transportation funding: guidelines and plans.</p>	<p>Existing law provides for the funding of projects on the state highway system and other transportation improvements, including under the interregional transportation improvement program, the state highway operation and protection program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the program within the Road Maintenance and Rehabilitation Program commonly known as the Local Partnership Program. This bill would require, no later than January 1, 2024, the guidelines or plans applicable to those programs to include the strategies established in the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency. The bill would also require the Transportation Agency, the California Transportation Commission, and the Department of Transportation, no later than January 1, 2024, to each establish guidelines to ensure transparency and accountability for the transportation funding programs that they respectively administer and for the project selection processes applicable to those programs. The bill would require those guidelines to meet certain requirements and would require those agencies to hold public workshops to solicit input before establishing the guidelines. This bill contains other related provisions and other existing laws.</p> <p>Amended: 6/16/2022</p>	<p>Senate Appropriations</p> <p>8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair</p>	<p>Watch</p>
<p><a href="#">AB 2441 (Kalra D)</a></p> <p>Public employment: local public transit agencies: new vehicle technology.</p>	<p>Existing law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matter subject to collective bargaining. This bill would require a public transit employer to provide written notice to the exclusive employee representative of the workforce affected by new vehicle technology of its determination to begin, or its substantive</p>	<p>Senate Third Reading</p>	<p>Watch</p>

	<p>progress toward initiating, any procurement process or a plan to acquire or deploy any new vehicle technology for public transit services that would eliminate job functions or jobs of the workforce to which the new vehicle technology applies not less than 12 months before commencing the process, plan, or deployment. The bill would require a public transit employer, upon a written request of the exclusive employee representative, to provide specified information to the exclusive employee representative, including the potential gaps in skills that may result from the new service. The bill would require the public transit employer, following the written request for information by the exclusive employee representative, to engage in collective bargaining on specified subjects, including creating plans to train and prepare the affected workforce to fill new positions created by a new service or product.</p> <p>Amended: 6/2/2022</p>		<p>Item #8. 7/27/2022</p>
<p><a href="#">AB 2449 (Rubio, Blanca D)</a></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 revise and recast those teleconferencing provisions and, until January 1, 2026, would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements that each teleconference location be identified in the notice and agenda and that each teleconference location be accessible to the public if at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. Under this exception, the bill would authorize a member to participate remotely under specified circumstances, including participating remotely for just cause or due to emergency circumstances. The emergency circumstances basis for remote participation would be contingent on a request to, and action by, the legislative body. The bill would define terms for purposes of these teleconferencing provisions. This bill contains other related provisions and other existing laws.</p>	<p>Senate Appropriations</p> <p>8/1/2022 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, Chair</p>	<p>Watch</p>

	Amended: 6/30/2022		Item #8. 7/27/2022 Supported 2021
<a href="#">ACA 1</a> <b>(Aguiar-Curry D)</b>  Local Government Financing Affordable Housing & Public Infrastructure: Voter Approval	(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.  Introduced: 12/7/2020	Assembly Local Government	
<a href="#">SB 1121</a> <b>(Gonzalez D)</b>  State and local transportation system: needs assessment.	Existing law requires the California Transportation Commission to adopt and submit to the Legislature an annual report summarizing its prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. Existing law authorizes the report to also include a discussion of any significant upcoming transportation issues anticipated to be of concern to the public and the Legislature and requires the report to include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system. This bill would require the commission to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years, as provided. As part of the needs assessment, the bill would require the commission to forecast the expected revenue, including federal, state, and local revenues, to pay for the cost identified in the needs assessment, any shortfall in revenue to cover the cost, and recommendations on how any shortfall should be addressed. The bill would require the commission to submit the needs assessment to the Legislature on or before January 1, 2024, and biennially thereafter.  Amended: 4/6/2022	Assembly Appropriations  8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROP RIATIONS, HOLDEN, Chair	Watch
<a href="#">SB 1161</a> <b>(Min D)</b>  Transit operators: street harassment plans.	Existing law creates various transit districts throughout the state, with specified powers and duties relative to providing public transit service. Existing law provides various provisions applicable to all public transit and transit districts. This bill would request the University of California Institute of Transportation Studies to, on or before June 30, 2023, develop and make available to transit operators, as defined, a survey for the purpose of promoting	Assembly Appropriations  8/3/2022 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROP	Watch

	<p>consistency in the collection of specified survey data. The bill would require transit operators to, subject to an appropriation by the Legislature, on or before June 30, 2025, develop and implement a plan to reduce the street harassment experienced by its riders, as specified, and to consider the safety concerns and needs of riders impacted by street harassment when planning, designing, and operating their systems. The bill would require transit operators to, subject to an appropriation by the Legislature, on or before June 30, 2024, collect survey data for the purpose of informing the plan. The bill would require the plan to be developed in consultation with certain riders, and would require those transit operators to conduct outreach in multiple languages in order to reach limited-English-proficient persons impacted by street harassment, as specified. The bill would require a transit operator to provide to the Transportation Agency specified information, including a description of the plan developed by the transit operator, actions taken to implement the plan, and efforts to consult riders. The bill would authorize these plans to include changes to policies, design, operations, or other aspects of transit systems, as specified. The bill would require the Transportation Agency to, on or before January 1, 2027, produce and submit a report containing certain information related to the implementation of these provisions to the Legislature and the Governor. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Amended: 6/29/2022</p>	RIATIONS, HOLDEN, Chair	Item #8. 7/27/2022
<p><a href="#">SB 1410</a> (Caballero D)</p> <p>California Environmental Quality Act: transportation impacts.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. CEQA requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Existing law requires the office to recommend potential metrics to measure transportation impacts,</p>	Assembly Appropriations Suspense File	Watch

	<p>as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. This bill would require the office, by January 1, 2025, to conduct and submit to the Legislature a study on the impacts and implementation of the guidelines described above relating to transportation impacts. The bill would require the office, upon appropriation, to establish a grant program to provide financial assistance to local jurisdictions for implementing those guidelines. This bill contains other existing laws.</p> <p>Amended: 5/2/2022</p>		<p>Item #8. 7/27/2022</p>
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## Caltrain Federal Report As of July 11, 2022

### CONGRESSIONAL UPDATE

#### Appropriations Update

- This month, the House Appropriations Committee passed all twelve FY 2023 Appropriations bills, including the Department of Transportation/Housing (THUD) funding bill. Congresswoman Speier and Congresswoman Eshoo both requested \$800,000 in funding in this bill for a project to add winglets to existing fencing along the Caltrain corridor. Congresswoman Eshoo also requested \$2,000,000 in funding for the Santa Clara Valley Transportation Authority (VTA) to eliminate at-grade rail crossings in Santa Clara County. The House is expected to vote on the spending bills the week of July 17.
- Senator Feinstein requested \$15 million in funding and Senator Padilla requested \$10 million in funding in the FY 2023 THUD funding bill for Caltrain's new signal system needed for the Electrification Project. However, the Senate Appropriations Committee has yet to schedule markups.
- The Department of Transportation (DOT) would receive \$105.4 billion, an increase of \$2.4 billion above the current funding and \$942 million above the President's FY 2023 budget request.
- None of this funding and report language is final as the House still has to conference with the Senate to reconcile the differences between the two THUD bills.
- Highlights of DOT Funding in the bill:
  - \$17.45 billion for the Federal Transit Administration (FTA).
    - \$3.012 for Capital Investment Grants, \$764 million above current funding. This includes:
      - ✓ \$1.897 billion for New Starts
      - ✓ \$40.7 million for Core Capacity
      - ✓ \$94 million for Small Starts
      - ✓ \$350 million for Expedited project Delivery
  - \$775 million for National Infrastructure Investments (RAISE/TIGER/BUILD), equal to FY 2022 (current funding), including \$30 million for grants to assist areas of persistent poverty.
    - There is report language that directs \$600 million go to projects that have Full Funding Grant Agreements (FFGAs) and either (1) have a cost share lower than 40 percent or (2) were signed during the Trump Administration
    - Caltrain is one of only a select number of other agencies across the country would be eligible for this funding.
  - \$3.8 billion for the Federal Railroad Administration (FRA), an increase of \$501 million above current funding. This includes:
    - \$555 million for the Federal-State Partnership for Intercity Passenger Rail

grant program, to support projects that improve, expand, or establish passenger rail service.

- \$2.3 billion for Amtrak, \$14 million above current funding, including \$882 million for Northeast Corridor Grants and \$1.5 billion for National Network Grants

## FEDERAL GRANT OPPORTUNITIES

### **DOT Announces Railroad Crossing Elimination Program**

- On June 30, DOT [announced](#) the release of the new Railroad Crossing Elimination Program. Funded through the IIJA, the program will administer \$573,264,000 this year to address dangerous conditions at railroad crossings.
- Administered by the Federal Railroad Administration (FRA), the program will help communities update railroad infrastructure to protect pedestrians and trains from unsafe crossings. Funding will be administered for grade separations, track relocations, warning devices, and other safety enhancements. FRA will prioritize projects that address environmental justice, workforce, and equity issues. Approximately 40% of funding will be allocated toward underserved communities.
- Local governments, port authorities, political subdivisions of a state, and metropolitan planning organizations are eligible to apply for funding. The NOFO can be found [here](#). Applicants have until October 1 to apply.

### **DOT Announces Reconnecting Communities Grant Program**

- On June 30, DOT Secretary Pete Buttigieg [announced](#) the release of the Reconnecting Communities Pilot Discretionary Grant Program. Funded through the Infrastructure Investment and Jobs Act (IIJA), the program seeks to unify neighborhoods divided by past infrastructure planning. DOT will distribute \$195 million for the first round of funding to approximately 125 projects. Deadline to apply is October 13.
- Program funds may be used to transform local areas by investing in high-quality public transit, infrastructure, and main street revival. Examples of eligible projects are crosswalks and pedestrian walkways that cross an existing highway or rail line. DOT will emphasize projects that address economic strength, equity, climate and sustainability, transformation, and organizational excellence.
- DOT will also launch the [Thriving Communities Initiative](#), that was created in FY 2022 appropriations bill. This new program will provide technical assistance for transformative infrastructure projects that serve disadvantaged communities. Working with the Department of Housing and Urban Development (HUD), DOT will assist localities in planning equitable transportation projects that consider additional factors such as affordable housing and housing supply.



## Roundup of Other Grant Opportunities

- [FY 2022 Pilot Program for Transit-Oriented Development \(TOD\) Planning](#). \$13.1 million available. Planning applications due by July 25. Caltrain staff are exploring a proposal for this program.