



BOARD OF DIRECTORS 2019

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AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

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

San Mateo County Transit District Administrative Building
Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos CA 94070

**TELECONFERENCE LOCATION: 70 West Hedding Street, 10th Floor, Office of Supervisor
Cindy Chavez, San Jose, CA 95100**

December 19, 2019 – Thursday

9:00 am

1. Call to Order/Pledge of Allegiance
2. Roll Call
3. Public Comment on Items not on the Agenda
Comments by each individual speaker shall be limited to three (3) minutes. Items raised that require a response will be deferred for staff reply.
4. Approve Meeting Minutes of November 26, 2019 MOTION
5. Adoption of the 2019 Title VI Program MOTION
6. Draft Caltrain Rail Corridor Use Policy INFORMATIONAL
7. Draft Transit Oriented Development Policy INFORMATIONAL
8. Adoption of 2020 Legislative Program MOTION
9. Committee Member Requests
10. Date/Time of Next Regular WPLP Committee Meeting: January 22, 2020 at 9:00 am,
San Mateo County Transit District Administrative Building, 2nd Floor, 1250 San Carlos
Avenue, San Carlos, CA 94070
11. Adjourn

Committee Members: Charles Stone (Chair), Cheryl Brinkman, Cindy Chavez

INFORMATION FOR THE PUBLIC

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

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

Location, Date and Time of Regular Meetings

Regular meetings are held at the San Mateo County Transit District Administrative Building located at 1250 San Carlos Avenue, San Carlos, one block west of the San Carlos Caltrain Station on El Camino Real, accessible by SamTrans bus Routes ECR, 260, 295 and 398. Additional transit information can be obtained by calling 1.800.660.4287 or 511.

The JPB meets regularly on the first Thursday of the month at 9:00 a.m. The JPB Citizens Advisory Committee meets regularly on the third Wednesday of the month at 5:40 p.m. at the same location. Date, time and place may change as necessary.

Public Comment

If you wish to address the Committee, please fill out a speaker's card located on the agenda table and hand it to the JPB Secretary. If you have anything that you wish distributed to the Board and included for the official record, please hand it to the JPB Secretary, who will distribute the information to the Committee members and staff.

Members of the public may address the Committee on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to three minutes and items raised that require a response will be deferred for staff reply.

Accessibility for Individuals with Disabilities

Upon request, the JPB will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to the JPB Secretary at Peninsula Corridor Joint Powers Board, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or emailed to board@caltrain.com; or by phone at 650.508.6242, or TDD 650.508.6448.

Availability of Public Records

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

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

MINUTES OF NOVEMBER 26, 2019

MEMBERS PRESENT: C. Brinkman, C. Chavez

MEMBERS ABSENT: C. Stone (Chair)

STAFF PRESENT: J. Hartnett, B. Fitzpatrick, C. Fromson, M. Jones, M. Reggiardo, S. Petty, D. Seamans, J. Cassman

CALL TO ORDER/PLEDGE OF ALLEGIANCE

Acting Chair Brinkman called the subcommittee meeting to order at 1:03 p.m. and led the Pledge of Allegiance.

ROLL CALL

District Secretary Dora Seamans called the roll, confirmed a quorum. Director Stone was absent.

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

None.

APPROVE MEETING MINUTES OF SEPTEMBER 25, 2019

By motion (Chavez/Brinkman), the Committee recommended Board approval of the September 25, 2019 minutes.

Ayes: Chavez, Brinkman

Noes: None

Absent: Stone

ACCEPT 2020 WORK PROGRAM-LEGISLATIVE-PLANNING COMMITTEE MEETING CALENDAR

By motion (Chavez/Brinkman), the Committee recommended Board approval of the 2020 meeting calendar.

Ayes: Chavez, Brinkman

Noes: None

Absent: Stone

ACCEPT THE SAN JOSE DIRIDON INTEGRATED STATION CONCEPT PLAN

Melissa Reggiardo, Manager, Caltrain Planning, provided a comprehensive presentation on the Diridon Integrated Station Concept Plan and recommended acceptance of the preferred conceptual layout for further development, in coordination with the partner agencies; the Santa Clara Valley Transportation Authority (VTA), the California High Speed Rail Authority (CAHSR) and the City of San Jose (City). Ms. Reggiardo acknowledged the consultant team of Arcadis/Bentham/Crouwel who were instrumental in coordinating all of the concepts.

Ms. Reggiardo provided conceptual illustrations of the initial three concepts, as follows:

- San Fernando Street – At-grade station on San Fernando Street, which is most similar to today’s station layout. It utilizes the existing northern and southern track alignment;
- Santa Clara Street – Elevated station on Santa Clara Street, which locates the station closer to BART, introduces an optimized northern track alignment and presents the opportunity to relocate Caltrain’s maintenance facility (Caltrain Central Equipment and Maintenance Facility or “CEMOF”). She noted the layout provided an option to operate some rail service over a new southern rail alignment on a viaduct over Interstate 280/State Route 87;
- Stover Street – Elevated station on Stover Street (between San Fernando Street and Santa Clara Street), which locates the station closer to BART, introduces an optimized northern track alignment and presents the opportunity to relocate CEMOF.

Ms. Reggiardo introduced a fourth concept of an elevated dual concourse, which contained a combination of favored elements in the above three and stated it was now considered the preferred alternative amongst the partners:

- Elevated Dual Concourse – Elevated station with platforms south of San Carlos Street and concourses located at Santa Clara Street (to connect with BART) and San Fernando Street. The layout utilizes the existing rail alignment to the north and could utilize either the existing alignment or Interstate 280/State Route 87 alignment to the south. The relocation of CEMOF would be necessary.

Acting Chair Brinkman invited public comment.

Public Comment

Drew, San Mateo, requested to see details regarding the northern and southern alignments.

Committee members discussed all four concepts and surrounding areas. Ms. Reggiardo answered questions of committee members and explained details and next steps in advancing the conceptual layout and securing funding over the next year.

By motion (Chavez/Brinkman), the Committee recommended Board approval of the fourth concept of an elevated dual concourse as the preferred alternative for the Diridon Station.

Ayes: Chavez, Brinkman
Noes: None
Absent: Stone

UPDATE ON CALTRAIN RAIL CORRIDOR USE POLICY

Melissa Jones, Principal Planner, stated the item was informational. She provided background and concepts on the use policy, noting that it is one of four interrelated planning and policy efforts that are being worked on regarding the future use of the Peninsula Corridor Joint Powers Board property. (The other three being the Caltrain

Business Plan, the Caltrain Station Management Toolbox and the Caltrain Transit-Oriented Development Policy.)

Ms. Jones stated staff has been engaged in developing a use policy, similar to creating a city's zoning code, which would provide guidance in making land use decisions, noting that it would closely align with the Business Plan. She stated the policy was necessary to respond to frequent requests from third parties to use the property for a variety of non-railroad uses, such as, development projects, commercial businesses, accessing facilities, pop-up events, farmer's markets and utilities.

Continuing, Ms. Jones presented draft maps illustrating the possible uses along the corridor, a preliminary assessment of potential opportunity sites for development projects. Ms. Jones responded to committee member's questions and discussed the next steps in the process including bringing the administrative component back in December.

Acting Chair Brinkman invited public comment.

Public Comment

Roland Lebrun, San Jose, suggested swapping parcels with adjacent cities for lands that Caltrain is interested in but felt a moratorium should be installed until Caltrain is separated from SamTrans.

Drew, San Mateo, suggested adding the Union Pacific right of way on the maps. He provided commentary to station access, housing and inclusion of other community benefits when drafting the use policy.

Karen Camacho, Housing Leadership Council, expressed appreciation for the presentation and suggested including an affordable housing aspect in the policy with a 20 percent affordable component.

TRANSIT-ORIENTED DEVELOPMENT (TOD) POLICY UPDATE

Brian Fitzpatrick, Director of Real Estate and Property Development, provided a brief update using overhead visuals on the Transit-Oriented Development policy as a tandem report to the presentation on the draft Use Policy. Mr. Fitzpatrick discussed the uniqueness of right of way property holdings and provided initial thoughts on the draft use policy as it related to the Transit-Oriented Development Policy. Mr. Fitzpatrick discussed next steps in crafting the TOD policy, with hopeful adoption in February 2020.

Acting Chair Brinkman invited public comment.

Public Comment

Roland Lebrun, San Jose, provided a variety of comments regarding utilities, trenching, track relocation and expanding infrastructure.

Drew, San Mateo, discussed the San Mateo and Hillsdale station development and how to improve access to the southside of Hillsdale and incorporation of a community benefit in the project. He requested staff to include a broader scope of the agency's plans for the future so that the public could understand what is being planned in and around stations.

2020 LEGISLATIVE ITEM

This report was deferred to a future meeting.

COMMITTEE MEMBER REQUESTS

None.

DATE/TIME OF NEXT REGULAR WORK PROGRAM-LEGISLATIVE-PLANNING COMMITTEE

MEETING: December 19, 2019 at 9:00 a.m., San Mateo County Transit District Administrative Building, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.

ADJOURN

The meeting adjourned at 3:02 p.m.

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Work Program – Legislative – Planning Committee

THROUGH: Jim Hartnett
Executive Director

FROM: Michelle Bouchard
Chief Operating Officer, Rail

SUBJECT: **UPDATE ON CALTRAIN RAIL CORRIDOR USE POLICY**

ACTION

This report is for information only. No Board action is required at this time.

SIGNIFICANCE

Peninsula Corridor Joint Powers Board (JPB) staff will make a presentation to provide an extensive update on the Caltrain Rail Corridor Use Policy (RCUP) to the Board at its January 2020 meeting. Staff intends to propose that the Board adopt the RCUP at the February 2020 Board meeting.

The RCUP is one of four interrelated planning and policy efforts that will collectively inform and guide the future use of JPB property. The other three projects include the Caltrain Business Plan, the Caltrain Station Management Toolbox (Toolbox), and the Caltrain Transit-Oriented Development (TOD) Policy.

BUDGET IMPACT

There is no impact on the budget.

ADDITIONAL INFORMATION

Update on RCUP

Over the last six months, Caltrain staff has made extensive progress to develop the RCUP, a policy framework to guide the use of JPB Property and support delivery of Caltrain's Long-Term Service Vision, which was adopted unanimously by the Caltrain Board on October 3, 2019. Included as an attachment to this staff report, the full draft RCUP consists of two main components: a set of maps of JPB property along the Caltrain corridor, and an administrative document to accompany the maps, which provides a decision-making framework regarding proposed non-railroad uses of JPB property.

Over the last few months, staff has been working closely with the Work Program – Legislative – Planning (WPLP) Committee to provide updates and seek feedback on the

RCUP's development, which has been closely aligned with the Caltrain Business Plan. The updates to the WPLP are summarized below:

- At its September 2019 meeting, the WPLP received a presentation with an update on the RCUP. It reintroduced the purpose of the RCUP and its connection to the Business Plan, introduced key terms for the RCUP, presented an illustrative RCUP map, and concluded with next steps.
- At its November 2019 meeting, the WPLP received a second presentation with an RCUP update. This presentation provided background and context on the RCUP project, explained the process for completing the technical analysis for the RCUP maps, and shared the draft RCUP maps and key findings.
- At its December 2019 meeting, the WPLP received a third presentation to provide an overview of the draft administrative framework that accompanies the maps. Staff also shared a copy of the full draft RCUP.

An extensive update is planned for the full Board in January 2020, to share key draft findings for the RCUP project and the full draft RCUP policy framework. This update will include background and context on the RCUP project, as well as an explanation for the process to develop the RCUP maps. Staff will share key draft findings from those maps, including a preliminary assessment of potential opportunity sites for development projects on JPB property. The update will also introduce the high-level decision-making framework that accompanies the maps as the administrative component of the RCUP project. The presentation will wrap up with next steps, including a brief overview of work that is currently ongoing for Caltrain's TOD Policy and related to the RCUP project.

Projects Related to Use of JPB Property

For additional context and background, the text below summarizes the four interrelated efforts that Caltrain staff are currently engaged in to inform and guide the use of JPB property. Together, these efforts will provide a cohesive and "living" framework of policy direction and decision-making tools related to the use of JPB property assets, including for access improvements and development projects.

The four individual projects include:

- Caltrain Business Plan: this effort will establish a long-term vision for the Caltrain rail service for the next 20 to 30 years. It will assess the benefits, impacts, and costs of different service visions, building the case for investment and a plan for implementation. The Business Plan will include future service levels and patterns; conceptual infrastructure needs; costs for operations, maintenance, and capital projects; and ridership, mobility, and revenue outcomes. It will also consider the railroad's interactions, benefits, and impacts with surrounding communities. Lastly, it will assess the organizational structure of the agency, including its

governance and delivery approaches, as well as funding mechanisms to support future service.

- Rail Corridor Use Policy: this effort will develop a policy framework around the use of JPB-owned property to align with the service vision and the conceptual infrastructure needs developed in the Caltrain Business Plan. It will inventory land owned by the JPB and will develop decision frameworks related to the near- and long-term use of JPB property, including evaluation of potential conflicts between land development opportunities and future transit uses.
- Station Management Toolbox: this effort is funded by an FTA planning grant. It will develop a quantitative tool to help Caltrain evaluate tradeoffs and make decisions at its stations, including how to balance and manage investments in different access modes at stations and how to evaluate the potential use of station land for joint development projects.
- Transit-Oriented Development Policy: this effort will establish goals for transit-oriented development on Caltrain property, which will align with the conceptual infrastructure needs developed as part of the Business Plan. It will set forth policies to guide: the disposition of real estate assets; business objectives associated with joint development decisions (including the balance between affordable housing and revenue); engagement with local planning efforts; and other actions to promote the successful execution of TOD on JPB-owned property, as well as on property around transit facilities owned by third parties.

NEXT STEPS:

After reviewing the draft RCUP with the full Board in January, Caltrain staff intend to propose adoption of the RCUP at the February 2020 Board meeting.

Prepared by: Melissa Jones, Principal Planner, Caltrain Planning

650.295.6852

Caltrain Rail Corridor Use Policy

WPLP Subcommittee

December 19, 2019



Overview of Presentation

- **Background on RCUP**
- **Draft RCUP Maps**
 - Draft Property Use Zones
 - Draft Service Vision Capital Project Overlay
 - Draft Key Mapping Findings
- **Draft Decision-Making Framework**
- **Next Steps**



Background and Context



2

Why is Caltrain developing the Rail Corridor Use Policy (RCUP)?

JPB staff **frequently** receive requests from third parties to use JPB property for all types of “non-railroad uses,” such as:

- Utilities
- Development projects
- Commercial businesses
- Access facilities
- Pop-up events
- Farmers markets



Would the proposed use be compatible with the railroad’s current and future needs?



A Board-adopted policy is needed to check compatibility of proposed uses and guide use of JPB property to achieve Caltrain’s Adopted Long-Term Service Vision



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RCUP Objectives

- Provide a Board-adopted **policy framework** that supports the delivery of Caltrain's Long-Term Service Vision while also clarifying nearer-term opportunities for the use of JPB property
- Develop a **process** for considering and approving the range of proposed uses and projects on JPB property
- Provide **transparency** on decision-making process and outcomes

What will the RCUP contain?



Policy Framework



Maps



Decision-Making Process

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RCUP Users and Applications

Primary Users

- Caltrain staff
- Joint Powers Board

Example Applications

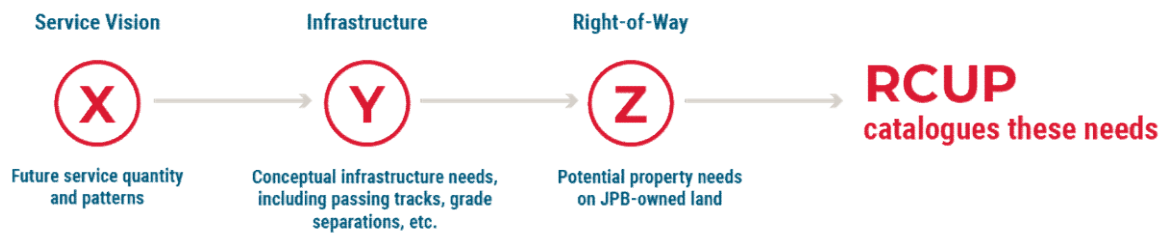
Checking the compatibility of proposed third party uses such as:

- Proposed revenue-generating land uses of JPB property, such as:
 - A potential long-term lease for a joint development project, or
 - A potential commercial lease for a business.
- Proposed community land uses on JPB property, such as:
 - A potential park, or
 - A potential access facility.
- Other proposed uses of JPB property



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Connection to Caltrain's Long-Term Service Vision



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What are the preliminary conclusions from the RCUP analysis?

- Most of the JPB's property is needed for **operations and for potential future capital projects** to support delivery of Caltrain's Long-Term Service Vision.
- The RCUP analysis shows a **very limited number of sites that could be potential development opportunities** without encroaching on area that is needed for potential future capital projects to support Caltrain's Long-Term Service Vision.
- Looking to the future, there could be additional potential opportunities to **integrate development projects with potential future capital projects** that support Caltrain's Long-Term Service Vision.



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What are the preliminary conclusions from the RCUP analysis?

- The RCUP analysis shows 2 draft sites that are “high potential opportunity sites” – regularly shaped and >1.5 acres in size – that could be candidates for standard, independent development projects. **The draft high potential opportunity sites total 4.8 acres.**
- The RCUP analysis shows 7 draft sites that are “other potential opportunity sites” – irregularly shaped, <1.5 acres in size, or have other issues – that could potentially be candidates for development, pending further analysis. **The draft other potential opportunity sites total 6.8 acres.**
- The RCUP opportunity site analysis is preliminary – **additional real estate analysis is needed** through the TOD Policy to refine the number and size of the potential opportunity sites.



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Connection to Other Projects

How does the RCUP fit in with Caltrain's other planning and policy tools and documents?

Caltrain Business Plan

How Should Caltrain Grow?

Rail Corridor Use Policy (RCUP)

How could JPB's land be used?

Who could use JPB's property?

What property could be available for non-railroad uses, such as development projects?

JPB Property Assets

Four interrelated policies, plans, and tools to guide use of JPB Property

Station Management Toolbox

What are potential outcomes and tradeoffs associated with development and access improvements at stations?

Transit-Oriented Development Policy

How should JPB develop land that is available for non-railroad uses?

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Draft RCUP Maps



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RCUP Mapping Process

Property
Use Zones



Service Vision
Capital Project
Overlay



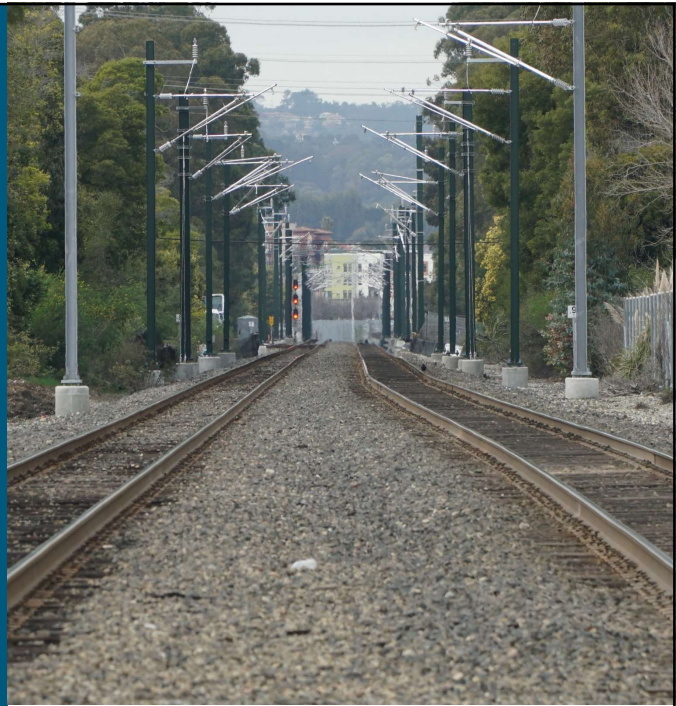
- Draft maps have been developed for all the JPB's property and operating easements.
- Two key components to the RCUP maps:
 - **Property Use Zones** serve as the **base land use districts** for JPB property in the RCUP.
 - **Service Vision Capital Project Overlay** is an overlay to the Property Use Zones and includes all **potential future capital projects** on JPB property that support the Business Plan's service vision.



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Property Use Zones

- Applied to all JPB property on the Caltrain corridor.
- Each Property Use Zone has a list of allowable land uses that could be located within each zone.



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Property Use Zone 1: Operating Right-of-Way

- Property reserved for the safe operation of the railroad.
- Generally unavailable for non-railroad land uses, except compatible utility uses.

Property Use Zone 2: Station Right-of-Way

- Property located at and near Caltrain stations; includes facilities that support the functioning of the station.
- Could include non-railroad land uses that are compatible with the functioning of the station and safe operation of the railroad.



Note: This is a draft map that is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.



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Property Use Zone 3: Non-Operating Right-of-Way

- Property that is not included in Property Use Zones 1, 2, or 4.
- Could include non-railroad land uses that are compatible with the safe operation of the railroad.

Property Use Zone 4: Special Study Area

- Property that is involved in a defined, complex planning process with multiple stakeholders (currently includes San Francisco and San Jose terminals).
- Generally unavailable for non-railroad land uses, except compatible utility uses.



Note: This is a draft map that is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.



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Service Vision Capital Project Overlay

- Conceptually represents areas of JPB property that may be needed for potential future capital projects.
- Before the start of the potential future capital project, allowable non-railroad uses will be limited to ensure that the property does not become permanently encumbered.
- Long-term non-railroad uses – such as a development project – could be designed to be delivered with or after the construction of the potential future capital project.



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Methodology for Service Vision Capital Project Overlay



- Inclusive of **all potential future capital projects** that may be needed to support delivery of Caltrain's long-term service vision.
- Deliberately taking a conservative approach to mapping potential projects.
 - RCUP maps will be updated in the future as conditions change (e.g., once a future project's design has been finalized, or once a project has been delivered).
- Worked with the Caltrain Business Plan consultant team and Caltrain Engineering department to determine the dimensions for project "footprints" (including space for both construction and final project).

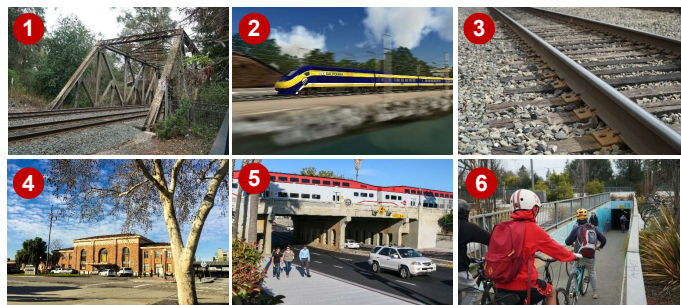


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Methodology for Service Vision Capital Project Overlay

Service Vision Capital Project Overlay includes the following types of projects:

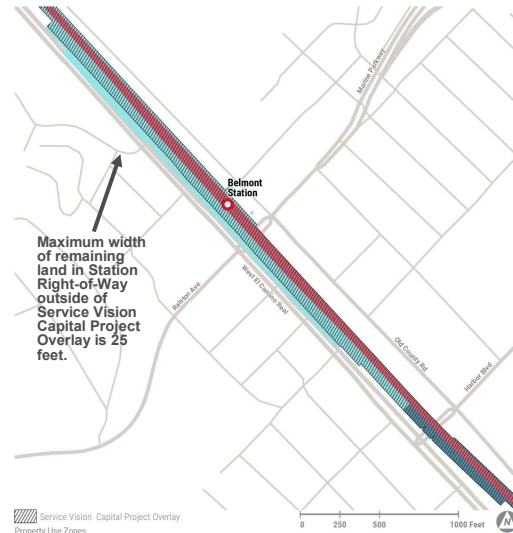
- 1 Near-term future maintenance and rehabilitation projects
- 2 Potential future changes to facilitate a blended rail system with High Speed Rail
- 3 Potential future passing tracks to support increased rail service, as described by the Caltrain Business Plan in Moderate and High Growth Scenarios
- 4 Potential future terminal projects at San Francisco and San Jose
- 5 Potential future grade separation projects at each current at-grade vehicular crossing
- 6 Potential future grade separation projects for bikes and pedestrians only



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Service Vision Capital Project Overlay on RCUP Map

- Conceptually represents areas of JPB property that may be needed for potential future capital projects.
- Before the start of the potential future capital project, allowable non-railroad uses will be limited to ensure that the property does not become permanently encumbered.
- Long-term non-railroad uses – such as a development project – could be designed to be delivered with or after the construction of the potential future capital project.



Note: This is a draft map that is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.



Draft Mapping Results: Key Findings for Service Vision Capital Project Overlay

Table 2: JPB Property by Service Vision Capital Project Overlay (DRAFT)

JPB Property	Total Acres	Percent of Total Acreage
Within the Service Vision Capital Project Overlay	512.5	74%
Outside of Service Vision Capital Project Overlay	177.3	26%
Total	689.8	100%

Note: These findings are draft and are subject to change.



Draft Mapping Results: Key Findings for Service Vision Capital Project Overlay

- Station Right-of-Way and Non-Operating Right-of-Way are the two property use zones that could potentially have other non-railroad uses in them – but, these properties are not necessarily developable.

Table 3: JPB Property Not in Service Vision Capital Project Overlay, by Property Use Zone (DRAFT)

Property Use Zone	Total Acres Not in Service Vision Capital Project Overlay	Percent of Total JPB Acreage
1: Operating ROW	110.1	16%
2: Station ROW	25.1	4%
3: Non-Operating ROW	42.1	6%
4: Special Study Area	0	0%
Total	177.3	26%



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Draft Mapping Results: Preliminary Assessment of Potential Opportunity Sites

- Strategic Economics completed this analysis.
- Preliminary assessment of potential opportunity sites included:
 - Property in Station Right-of-Way (Property Use Zone 2) and Non-Operating Right-of-Way (Property Use Zone 3) outside of the Service Vision Capital Project Overlay, across entire corridor.
- Identified the following types of sites:
 - “High Potential Opportunity Sites”: sites that are >1.5 acres in size and regularly shaped; could be candidates for standard, independent development projects.
 - “Other Potential Opportunity Sites”: Sites that are <1.5 acres in size, irregularly shaped, or have other issues and complications; pending further analysis through TOD Policy, could potentially be candidates for development.
- Results show **a limited number of sites that could be independently developable** without encroaching on area within the Service Vision Capital Project Overlay.



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Draft Potential Opportunity Sites

- **This preliminary assessment is truly preliminary** – sites and actual developable area will be determined with additional real estate analysis through the TOD Policy.
- This additional “developability” study will include consideration of additional factors, including site constraints, parking, access needs, relationship to future potential capital projects, etc.

Table 4: Preliminary Assessment of Potential Opportunity Sites – Draft and Subject to Future Analysis and Change

Location	Estimated Site Area (acres)
Draft High Potential Opportunity Sites	
Redwood City Station	1.7
Mountain View Station	3.1
Subtotal	4.8
Draft Other Potential Opportunity Sites	
Williams Ave & Diana St, SF	1.4
South San Francisco Station	1.3
San Mateo Station	1.1
2 nd Avenue, San Mateo	0.3
Hillsdale Station	0.6
Menlo Park Station	1.2
Sunnyvale Station	0.9
Subtotal	6.8
Grand Total	11.6

Note: These findings are draft and are subject to change.



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Draft Mapping Results: Preliminary Assessment of Potential Opportunity Sites

- RCUP is the first, preliminary step of analysis.
- TOD Policy process will complete **additional analysis** to further refine this list and complete the assessment of potential opportunity sites.
 - Will consider additional factors, including site constraints, need for replacement parking, site “developability,” relationship to future capital projects, product type, access needs, and other factors.
 - **Actual developable area of potential opportunity sites will be determined by this further analysis.**



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Draft Mapping Results: Preliminary Conclusions

- Most of the JPB's property is needed for operations and for potential future capital projects to support delivery of the long-term service vision.
- Of the limited areas that are outside of the Service Vision Capital Project Overlay, most of the sites are small and narrow.
- At this time, only 2 sites are considered to be "High Potential Opportunity Sites," but there may be more sites that are potentially developable (all or in part).
- This analysis is preliminary and is subject to further analysis by TOD Policy process. Preliminary results do not incorporate parking or access considerations and must be studied further to better understand actual developable area on Caltrain corridor.
- There may be additional opportunities for potential development projects that could be integrated with potential future capital projects.



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Draft RCUP Decision-Making Framework



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Background and Context

- JPB staff **frequently** receive requests from third parties to use JPB property for all types of “non-railroad uses,” such as:
 - Utilities
 - Commercial businesses
 - Access facilities
 - Development projects
 - Pop-up events
 - Farmers markets
- For approved third party uses, the JPB will issue an appropriate **Property Access Agreement** to the third party:
 - Depending on use, Property Access Agreement could be a license agreement, right-of-entry permit agreement, service agreement, encroachment permit, lease agreement, or easement agreement.



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Current Approval Process for Proposed Uses

JPB Resolution No. 2010-45 - Policy of Property Conveyance contains policies and procedures for granting Property Access Agreements.

<5 Years on JPB Property:
Staff approval needed

>5 Years on JPB Property:
Staff approval needed
Board approval needed



Compatibility

Staff approval process for proposed uses involves ensuring compatibility with:

- Current and potential future railroad needs
- Caltrain Engineering Standards
- CPUC regulations
- State and federal regulations



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Proposed Role of RCUP in Approval Process

JPB Resolution No. 2010-45 - Policy of Property Conveyance contains policies and procedures for granting Property Access Agreements.

<5 Years on JPB Property:
Staff approval needed

>5 Years on JPB Property:
Staff approval needed
Board approval needed



Compatibility

Staff approval process for proposed uses involves ensuring compatibility with:

- Current and potential future railroad needs – using Rail Corridor Use Policy maps and administrative document
- Caltrain Engineering Standards
- CPUC regulations
- State and federal regulations



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RCUP Decision-Making Framework Overview

Purpose:

- Provide a Board-adopted, clear, transparent decision-making process to determine the **compatibility of proposed third party uses with current and future railroad needs of JPB property**.
- Will be contained within an administrative document that accompanies the RCUP maps.
- Board will adopt a high-level decision-making framework. A detailed, step-by-step guide will be developed for staff based on Board's adopted decision-making framework, along with public-facing information and forms for proposed non-railroad uses.



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RCUP Decision-Making Framework Overview

Decision-making framework will utilize:

Definitions

of Property Use Zones and Service Vision Capital Project Overlay.

Allowable Uses

List of "allowable uses" that defines the range of uses that could be compatible with the railroad's needs in each zone.

Process

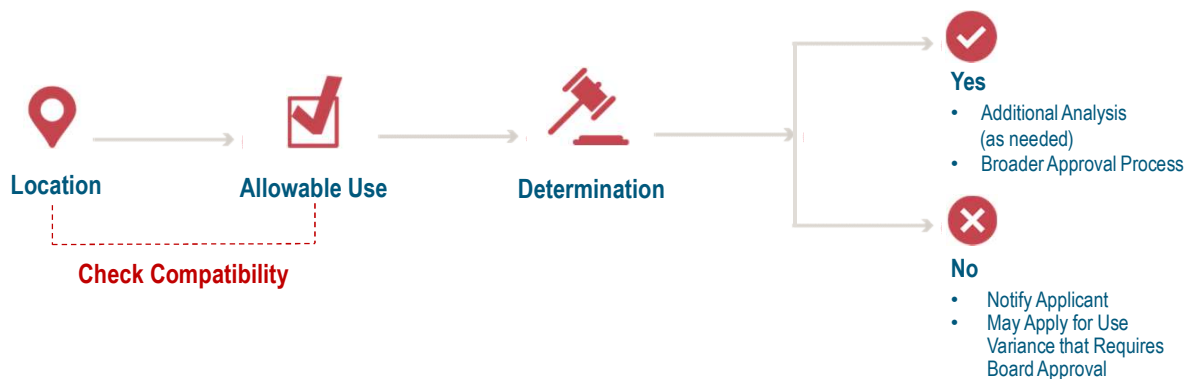
to review, evaluate, and approve/reject proposed uses of JPB property, which will include:

- Directions on how and when to reference the RCUP maps;
- Instructions on when to refer to and use the **TOD Policy** and the **Station Management Toolbox** in the process; and,
- Identification of which land use decisions can be made by staff, and which should be made by the Board.

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RCUP Decision-Making Process for a Proposed Third-Party Use

Approval process begins by checking compatibility with current and future railroad needs using the RCUP.



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Process to Update the RCUP

- The RCUP is intended to be a “living” document and to have the maps periodically updated.
- Example circumstances for updating the maps:
 - Completion of the Electrification Project – Update Operating ROW (Property Use Zone 1) to ensure it includes all PCEP infrastructure within its borders.
 - Decision by a City Council for a preferred alignment for a potential future grade separation project: Update the Service Vision Capital Project Overlay to include the new footprint of the potential project.



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Next Steps



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Upcoming Tasks and Board Updates

Ongoing Technical Work

- RCUP:
 - Developing decision-making framework for staff.
- TOD Policy:
 - Potential opportunity sites: additional assessment and analysis.
 - Develop policy framework.

Upcoming Board Updates on RCUP

- **February 2020:** Propose Board adoption of RCUP



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Thank you!



CALTRAIN RAIL CORRIDOR USE POLICY

Overview and Background on the Rail Corridor Use Policy

The Rail Corridor Use Policy is a policy that has been adopted by the Peninsula Corridor Joint Powers Board (JPB) to guide the use of its property and support delivery of Caltrain's Long-Term Service Vision.

The JPB frequently receives proposals for "non-railroad uses" of its property, such as utilities, commercial businesses, development proposals, or community facilities. In accordance with the JPB's Policy of Property Conveyance (Resolution 2010-45), the agency has an extensive review process for such proposals, including design, engineering, and regulatory review, and non-railroad uses of JPB property that have been reviewed and approved by the JPB are issued a Property Access Agreement. The first step in the review process for Property Access Agreements is for Caltrain staff to determine if the proposed use is compatible with the railroad's current and future needs.

The railroad's future needs for its property are directly connected to achieving Caltrain's Long-Term Service Vision, which was unanimously adopted by the Caltrain Board of Directors on October 3, 2019. Developed through the Caltrain Business Plan process, the Long-Term Service Vision describes a substantially expanded rail service on the Caltrain corridor by 2040, with a minimum of eight trains per hour operating in the peak period in each direction between San Francisco and San Jose. In order to support this growth in train service, the Caltrain Business Plan also identified the conceptual infrastructure that will be needed to operate more trains on the corridor and achieve the Long-Term Service Vision. It is anticipated that significant portions of the JPB's property will be needed to deliver this future infrastructure and support future train operations for the Long-Term Service Vision. Therefore, it is essential that the JPB make thoughtful, strategic decisions regarding non-railroad uses on its property to ensure that it can deliver the railroad's vision for its future.

The Rail Corridor Use Policy is intended to provide a Board-adopted policy to guide decision-making regarding the compatibility of proposed non-railroad uses of JPB property. Stated another way, the Rail Corridor Use Policy is intended to be used by the JPB to determine if a proposed non-railroad use of JPB property is compatible with the railroad's current and future needs for its property – a policy to guide decision-making for the first step in the Property Access Agreement review process. For proposed uses that are determined to be compatible with the railroad's current and future needs, it is important to note that in accordance with the Policy of Property Conveyance, additional design, engineering, and regulatory review is required before a Property Access Agreement can be approved and issued by the JPB.

What Does the Rail Corridor Use Policy Contain?

The Rail Corridor Use Policy is a policy framework that consists of two components: **an administrative document** and **a map series** displaying the JPB's property along the Caltrain corridor. The administrative document is intended to be used in conjunction with the maps to guide decision-making regarding the compatibility of proposed non-railroad uses with the railroad's current and future needs.

CALTRAIN RAIL CORRIDOR USE POLICY DRAFT ADMINISTRATIVE DOCUMENT

This section of the Rail Corridor Use Policy contains the administrative components of the policy framework, including the following:

- **Definitions** of the terms used in the policy framework, including the Property Use Zones and the Service Vision Capital Project Overlay;
- **Decision-making process** for proposed non-railroad uses to determine if they are compatible with the railroad’s current and future needs;
- **Allowable non-railroad uses** that would be considered compatible with the railroad’s current and future needs, including an overview and a list of allowable uses for each Property Use Zone; and,
- **Procedures** for updating the Rail Corridor Use Policy.

DEFINITIONS

PROPERTY USE ZONES

OVERVIEW OF PROPERTY USE ZONES

The Property Use Zones serve as the base land use districts for Peninsula Corridor Joint Powers Board (JPB) property along the Caltrain corridor. The Property Use Zones apply to all JPB property and JPB operating easements along the Caltrain corridor from San Francisco to San Jose. Each Property Use Zone has a list of non-railroad uses that may be located within its borders, which are described later in this document.

WHAT ARE “NON-RAILROAD USES?”

Non-railroad uses are uses of JPB property that do not have a primary purpose of supporting the delivery of Caltrain rail service and the safe operation of the railroad. Non-railroad uses may be located below, on, or above JPB property. Some examples of non-railroad uses on JPB property include:

- The many third party utilities that must cross the rail corridor to support the surrounding communities, such as water, electricity, or sewer facilities, which are the most common non-railroad uses on the corridor;
- A residential building, office building, restaurant, or museum near a Caltrain station; or,
- An access facility to improve mobility in a community, such as walkway or bikeway along or across the rail corridor.

In each of these examples, the primary purpose for which the land or building thereon is designed, arranged or intended, or for which it is occupied, maintained, or leased, is not directly related to supporting the delivery of Caltrain rail service and the safe operation of the railroad; therefore, they are considered to be non-railroad uses.

WHAT ARE THE PROPERTY USE ZONES AND HOW DO THEY WORK?

PROPERTY USE ZONE 1: OPERATING RIGHT-OF-WAY

Property Use Zone 1 is the Operating Right-of-Way (ROW) land use district, and it includes property that is required for the safe operation of the railroad in its current configuration and for the Peninsula Corridor Electrification Project (PCEP). Land in Property Use Zone 1 is intended to serve railroad operations and is generally not available for non-railroad uses, except compatible utility uses.

PROPERTY USE ZONE 2: STATION RIGHT-OF-WAY

Property Use Zone 2 is the Station Right-of-Way land use district, and it includes property that is located at and near Caltrain’s stations. Property in Property Use Zone 2 includes facilities that support the functioning of the railroad station, including station buildings, facilities that facilitate access to the railroad (such as sidewalks, driveways, loading and unloading areas, car parking facilities, bike parking facilities, etc.), passenger waiting areas, etc. Property Use Zone 2 could potentially have non-railroad land uses that are compatible with the functioning of the station and the safe operation of the railroad, including development projects, commercial leases, community uses, etc.

PROPERTY USE ZONE 3: NON-OPERATING RIGHT-OF-WAY

Property Use Zone 3 is the Non-Operating Right-of-Way land use district, and it includes all JPB property that is not already included in Property Use Zones 1, 2, and 4. Property in Property Use Zone 3 could potentially have non-railroad land uses that are compatible with the safe operation of the railroad, including development projects, commercial leases, community uses, etc.

PROPERTY USE ZONE 4: SPECIAL STUDY AREA

Property Use Zone 4 Zone is the Special Study Area land use district, and it includes JPB property that is currently involved in a defined planning process that formally involves multiple stakeholders. Examples include areas of the corridor associated with the railroad terminal studies at San Francisco and San Jose. Land in Property Use Zone 4 is generally not available for non-railroad uses, except compatible utility uses, and future use of the property will generally be determined through the defined planning process in each area.

SERVICE VISION CAPITAL PROJECT OVERLAY

OVERVIEW

The Service Vision Capital Project Overlay serves as an overlay district that is applied on top of the Property Use Zones to JPB property along the Caltrain corridor. This overlay conceptually represents areas of JPB property along the Caltrain corridor that may be needed for potential future capital projects to support achievement of Caltrain’s Long-Term Service Vision.

WHAT IS INCLUDED IN THE SERVICE VISION CAPITAL PROJECT OVERLAY?

The Service Vision Capital Project Overlay includes all known potential future capital projects that may be delivered on the corridor to support achievement of Caltrain’s Long-Range Service Vision. Consistent with the Caltrain Business Plan, the program of capital investments included in the Service Vision Capital Project Overlay is intended to be “visionary;” it has been developed to be comprehensive and inclusive of all the projects and plans that are already ongoing in the corridor. This means that the many of the capital investments are related to projects and plans that are already under development by Caltrain’s partner agencies and local jurisdictions.

The Service Vision Capital Project Overlay’s collection of potential future capital projects includes the following:

- Near-term future maintenance and rehabilitation projects of existing rail infrastructure;
- Potential future changes to the rail infrastructure to accommodate a blended system;
- Potential future passing tracks to support increased rail service, as described by the Caltrain Business Plan;
- Potential future terminal projects at San Francisco and San Jose;
- Potential future grade separation projects at each current at-grade vehicular crossing; and,
- Potential future grade separation projects for bikes and pedestrians only, as defined by cities along the corridor.

HOW DOES THE SERVICE VISION CAPITAL PROJECT OVERLAY WORK FOR THE ?

Because it is known that the property within its boundaries may be needed for a potential capital project in the future, the Service Vision Capital Project Overlay is intended to identify areas that need to be protected to ensure that JPB property would not become permanently encumbered or used in a way that would make it difficult or impossible to deliver the potential future capital project. This overlay is applied on top of the Property Use Zones, and it establishes more restrictive land use regulations than the underlying base Property Use Zone.

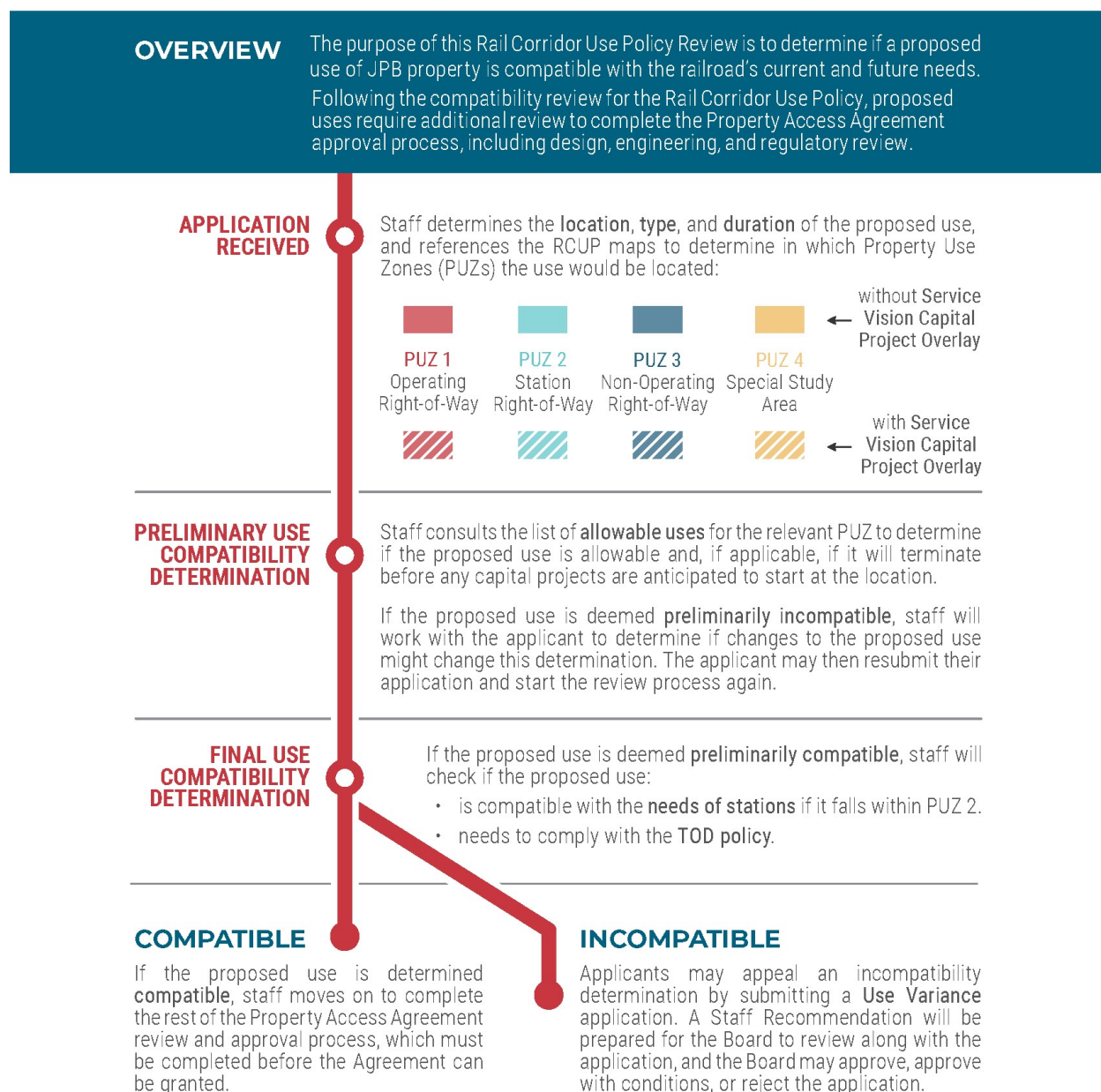
The Service Vision Capital Project Overlay could potentially have non-railroad land uses that are compatible with the safe operation of the railroad and that will be terminated before the anticipated start of the potential future capital project. The Service Vision Capital Project Overlay could also be available for a future, long-term, non-railroad use of the land that is co-designed with the potential future capital project, that is co-delivered with the potential future capital project, or that is delivered after completion of the potential future capital project.

RAIL CORRIDOR USE POLICY DECISION-MAKING PROCESS

The section describes the JPB’s process to review a proposed use and make a decision if it is compatible with the railroad’s current and future needs. This process is summarized and illustrated in a flow chart in Figure 1, while a step-by-step overview describes the process below.

FIGURE 1

DECISION-MAKING FRAMEWORK FOR PROPOSED NON-RAILROAD USES OF JPB PROPERTY



STEP-BY-STEP OVERVIEW OF DECISION-MAKING PROCESS

1. **Application Received.** Staff receive an application for a proposed non-railroad use of JPB property.
 - a. Based on the application, staff determine:
 - i. The location of the proposed use on JPB property,
 - ii. The type of proposed use, and
 - iii. The proposed duration of the use.
 - b. Staff consult the Rail Corridor Use Policy maps to determine:
 - i. The Property Use Zone(s) where the proposed use would be located; and
 - ii. Whether or not the Service Vision Capital Project Overlay occurs where the proposed use would be located.
2. **Preliminary Use Compatibility Determination.** Staff complete a preliminary compatibility review of the proposed use with current and future railroad needs.
 - a. If the proposed use is not within the Service Vision Capital Project Overlay, staff consult the Rail Corridor Use Policy’s list of allowable non-railroad uses for each applicable Property Use Zone (Tables 1A, 2A, 3A, 4A in this document) to determine if the proposed use is listed as an allowable use.
 - i. If it is listed as an allowable use, then it is considered “preliminarily compatible” with the railroad’s current and future needs.
 - ii. If it is not listed as an allowable use, then it is considered “preliminarily incompatible” with the railroad’s current and future needs.
 - b. If the proposed use is within the Service Vision Capital Project Overlay, staff consult the Rail Corridor Use Policy’s list of allowable uses for each applicable Property Use Zone and the Service Vision Capital Project Overlay (Tables 1B, 2B, 3B, 4B in this document) to determine if the proposed use is listed as an allowable use. Staff also determine if the proposed use would terminate before the anticipated start of the potential capital project in the area.
 - i. If it is listed as an allowable use and the proposed use would terminate before the anticipated start of the potential capital project, then it is considered “preliminarily compatible” with the railroad’s current and future needs.
 - ii. If it is not listed as an allowable use or if the proposed use would not terminate before the anticipated start of the potential capital project, then it is considered “preliminarily incompatible” with the railroad’s current and future needs.
3. **Final Use Compatibility Determination.** Staff complete the steps below to make a final determination of compatibility with the railroad’s current and future needs.
 - a. **Preliminarily Compatible.** If the proposed use is determined to be “preliminarily compatible” with the railroad’s current and future needs, staff complete final compatibility review by checking if the Steps 3A – i. and ii. below would apply to the proposed use. If they do not apply, staff jump to Step 3C to make a final determination.

- b. Based on these assessments, a Staff Recommendation on the Use Variance is developed for the Board to approve, approve with conditions, or reject the Use Variance. The Use Variance and Staff Recommendation are reviewed by the Chief Operating Officer for Rail and the General Manager before it is submitted to the Board for review, along with the Use Variance application.
- c. The Board may approve, approve with conditions, or reject a Use Variance. The Board's determination is the final decision about the compatibility of the proposed use with current and future railroad needs.
- d. If the Use Variance is approved or approved with conditions by the Board, then the proposed use is considered to be compatible with the railroad's current and future needs, and staff commence the rest of the Property Access Agreement review process.

ALLOWABLE NON-RAILROAD USES

OVERVIEW

Each Property Use Zone has a range of non-railroad uses that may be allowed to be located within that zone. Allowable uses will vary depending on whether or not the proposed location is within the Service Vision Capital Project Overlay. The lists of allowable uses for each Property Use Zone are meant to be broad enough to give flexibility but also clear enough to provide sufficient direction regarding the expected type, location, and relation of proposed uses of JPB property along the rail corridor.

There are three general types of non-railroad uses, which each contain a variety of different types of uses: utilities; commercial and development uses; and community uses. Allowable uses are categorized by the duration of the proposed use of JPB property: short-term uses are for non-railroad uses that would be on JPB property for less than five years, while long-term uses are for non-railroad uses that would be on JPB property for more than five years.

In general, future capital projects for the railroad are not considered non-railroad uses and are generally exempt from the Rail Corridor Use Policy's review process to determine their compatibility with the railroad's current and future needs. Instead, the review and approval of future capital projects should generally proceed via the railroad's approval process for capital projects. This general guidance applies to most capital projects that affect the railroad corridor; however, there may be exceptions with new potential capital projects that are proposed for the Caltrain corridor, which may, at the discretion of Caltrain staff, be required to undergo the Rail Corridor Use Policy's review process to ensure compatibility with the railroad's current and future needs. One notable exception from this general guidance is new crossings for bicycles and pedestrians in a location where a crossing does not currently exist. New bicycle and/or pedestrians crossings across the rail corridor (above the tracks or under the tracks) are considered to be a non-railroad use – specifically, they are considered to be community uses for a new access facility, not capital projects for the railroad. Additionally, as a final note on potential future capital projects, no new at-grade crossings of the railroad tracks are allowed for any mode of transportation at any location along the corridor.

All proposed uses must be compliant with local land use regulations. All proposed uses are subject to the JPB's fee schedule. All leases are expected to comply with requirements for fair market value. All proposed uses are subject to further review and approval from the JPB, in accordance with the Property Conveyance Policy.

TABLES OF ALLOWABLE USES

Tables 1A, 2A, 3A, and 4A present the allowable uses for each Property Use Zone without the Service Vision Capital Project Overlay. Tables 1B, 2B, 3B, and 4B present the allowable uses for each Property Use Zone within the Service Vision Capital Project Overlay. When applicable, the tables note when additional review may be needed to determine compatibility with the current and future needs of the railroad.

OPERATING RIGHT-OF-WAY

 **Table 1A: Operating Right-of-Way (Property Use Zone 1) – No Service Vision Capital Project Overlay**

<i>Non-Railroad Short-term Uses (< 5 Years)</i>	<i>Non-Railroad Long-term Uses (> 5 Years)</i>
Utilities: <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve as a conduit for vital public services 	Utilities: <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve as a conduit for vital public services
Commercial and development uses: <ul style="list-style-type: none"> - None 	Commercial and development uses: <ul style="list-style-type: none"> - None
Community uses: <ul style="list-style-type: none"> - None 	Community uses: <ul style="list-style-type: none"> - None
Notes for Review Process: <ul style="list-style-type: none"> - None 	Notes for Review Process: <ul style="list-style-type: none"> - None

 **Table 1B: Operating Right-of-Way (Property Use Zone 1) – With Service Vision Capital Project Overlay**

<i>Non-Railroad Short-term Uses (< 5 Years)</i>	<i>Non-Railroad Long-term Uses (> 5 Years)</i>
Utilities: <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve as a conduit for vital public services 	Utilities: <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve as a conduit for vital public services
Commercial uses: <ul style="list-style-type: none"> - None 	Commercial uses: <ul style="list-style-type: none"> - None
Community uses: <ul style="list-style-type: none"> - None 	Community uses: <ul style="list-style-type: none"> - None
Notes for Review Process: <ul style="list-style-type: none"> - None 	Notes for Review Process: <ul style="list-style-type: none"> - None

STATION RIGHT-OF-WAY

Table 2A: Station Right-of-Way (Property Use Zone 2) – No Service Vision Capital Project Overlay

<i>Non-Railroad Short-term Uses (< 5 Years)</i>	<i>Non-Railroad Long-term Uses (> 5 Years)</i>
<p>Utilities:</p> <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve vital public services could be considered 	<p>Utilities:</p> <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve vital public services could be considered
<p>Commercial and development uses:</p> <ul style="list-style-type: none"> - Within existing structures on JPB property: <ul style="list-style-type: none"> o Eating and drinking establishments o Retail establishments o Offices o Museums - Other uses that serve commercial purposes that are compatible with the railroad could be considered 	<p>Commercial and development uses:</p> <ul style="list-style-type: none"> - Within existing structures on JPB property: <ul style="list-style-type: none"> o Eating and drinking establishments o Retail establishments o Offices o Museums - New, long-term buildings or structures on JPB property to be used as offices, residences, retail space, etc. - Other uses that serve commercial purposes that are compatible with the railroad could be considered
<p>Community uses:</p> <ul style="list-style-type: none"> - Access facilities, such as walking or bicycling paths - Recreational facilities, such as a park or community garden - Community event, such as a farmers market - Other uses that serve public purposes and are compatible with the railroad could be considered 	<p>Community uses:</p> <ul style="list-style-type: none"> - Access facilities, such as walking or bicycling paths - Recreational facilities, such as a park or community garden - Community event, such as a farmers market - Other uses that serve public purposes and are compatible with the railroad could be considered
<p>Notes for Review Process:</p> <ul style="list-style-type: none"> - Station Compatibility: The proposed use’s compatibility with the needs and functioning of the train station must be confirmed through the RCUP review process. 	<p>Notes for Review Process:</p> <ul style="list-style-type: none"> - Station Compatibility: The proposed use’s compatibility with the needs and functioning of the train station must be confirmed through the RCUP review process. - TOD Policy must be consulted for any proposed use that is more than 50 years in duration or for any proposed use that is on a site that could be contemplated for joint development.

Table 2B: Station Right-of-Way (Property Use Zone 2) – With Service Vision Capital Project Overlay

<i>Non-Railroad Short-term Uses (< 5 Years)</i>	<i>Non-Railroad Long-term Uses (> 5 Years)</i>
<p>Utilities:</p> <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve vital public services could be considered 	<p>Utilities:</p> <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve vital public services could be considered
<p>Commercial and development uses:</p> <ul style="list-style-type: none"> - Within existing structures on JPB property: <ul style="list-style-type: none"> o Eating and drinking establishments o Retail establishments o Offices o Museums - Other uses that serve commercial purposes that are compatible with the railroad could be considered 	<p>Commercial and development uses:</p> <ul style="list-style-type: none"> - Within existing structures on JPB property: <ul style="list-style-type: none"> o Eating and drinking establishments o Retail establishments o Offices o Museums - New, long-term buildings or structures that are designed and/or delivered in conjunction with the potential future capital project on JPB property (offices, residences, retail space, etc.), or that will be constructed after delivery of the potential future capital project. - Other uses that serve commercial purposes that are compatible with the railroad could be considered
<p>Community uses:</p> <ul style="list-style-type: none"> - Community event, such as a farmers market 	<p>Community uses:</p> <ul style="list-style-type: none"> - None
<p>Notes for Review Process:</p> <ul style="list-style-type: none"> - Station Compatibility: The proposed use’s compatibility with the needs and functioning of the train station must be confirmed through the RCUP review process. - Staff must determine that the proposed non-railroad use has a duration that concludes before the anticipated start of delivery of the potential capital project. 	<p>Notes for Review Process:</p> <ul style="list-style-type: none"> - Station Compatibility: The proposed use’s compatibility with the needs and functioning of the train station must be confirmed through the RCUP review process. - Staff must determine that that the proposed non-railroad use has a duration that concludes before the anticipated start of delivery of the potential capital project. - TOD Policy must be consulted for any proposed use that is more than 50 years in duration or for any proposed use that is on a site that could be contemplated for joint development.

NON-OPERATING RIGHT-OF-WAY

Table 3A: Non-Operating Right-of-Way (Property Use Zone 3) – No Service Vision Capital Project Overlay

<i>Non-Railroad Short-term Uses (< 5 Years)</i>	<i>Non-Railroad Long-term Uses (> 5 Years)</i>
<p>Utilities:</p> <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve vital public services could be considered 	<p>Utilities:</p> <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve vital public services could be considered
<p>Commercial and development uses:</p> <ul style="list-style-type: none"> - Within existing structures on JPB property: <ul style="list-style-type: none"> o Eating and drinking establishments o Retail establishments o Offices o Museums - Vehicle sales, rentals, and service establishments - Staging ground for nearby non-railroad construction projects - Other uses that serve commercial purposes that are compatible with the railroad could be considered 	<p>Commercial and development uses:</p> <ul style="list-style-type: none"> - Within existing structures on JPB property: <ul style="list-style-type: none"> o Eating and drinking establishments o Retail establishments o Offices o Museums - Vehicle sales, rentals, and service establishments - New, long-term buildings or structures on JPB property to be used as offices, residences, retail space, etc. - Other uses that serve commercial purposes that are compatible with the railroad could be considered
<p>Community uses:</p> <ul style="list-style-type: none"> - Access facilities, such as walking or bicycling paths - Recreational facilities, such as a park or community garden - Community event, such as a farmers market - Other uses that serve public purposes and are compatible with the railroad could be considered 	<p>Community uses:</p> <ul style="list-style-type: none"> - Access facilities, such as walking or bicycling paths - Recreational facilities, such as a park or community garden - Community event, such as a farmers market - Other uses that serve public purposes and are compatible with the railroad could be considered
<p>Notes on Review Process:</p> <ul style="list-style-type: none"> - None 	<p>Notes on Review Process:</p> <ul style="list-style-type: none"> - TOD Policy must be consulted for any proposed use that is more than 50 years in duration or for any proposed use that is on a site that could be contemplated for joint development.

Table 3B: Non-Operating Right-of-Way (Property Use Zone 3) – With Service Vision Capital Project Overlay

<i>Non-Railroad Short-term Uses (< 5 Years)</i>	<i>Non-Railroad Long-term Uses (> 5 Years)</i>
<p>Utilities:</p> <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve vital public services could be considered 	<p>Utilities:</p> <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve vital public services could be considered
<p>Commercial and development uses:</p> <ul style="list-style-type: none"> - Within existing structures on JPB property: <ul style="list-style-type: none"> o Eating and drinking establishments o Retail establishments o Offices o Museums - Vehicle sales, rentals, and service establishments - Staging ground for nearby non-railroad construction projects - Other uses that serve commercial purposes that are compatible with the railroad could be considered 	<p>Commercial and development uses:</p> <ul style="list-style-type: none"> - Within existing structures on JPB property: <ul style="list-style-type: none"> o Eating and drinking establishments o Retail establishments o Offices o Museums - Vehicle sales, rentals, and service establishments - New, long-term buildings or structures that are designed and/or delivered in conjunction with the potential future capital project on JPB property (offices, residences, retail space, etc.), or that will be constructed after delivery of the potential future capital project. - Other uses that serve commercial purposes that are compatible with the railroad could be considered
<p>Community uses:</p> <ul style="list-style-type: none"> - Community event, such as a farmers market 	<p>Community uses:</p> <ul style="list-style-type: none"> - None
<p>Notes for Review Process:</p> <ul style="list-style-type: none"> - Staff must determine that the proposed non-railroad use has a duration that concludes before the anticipated start of delivery of the potential capital project. 	<p>Notes for Review Process:</p> <ul style="list-style-type: none"> - Staff must determine that the proposed non-railroad use has a duration that concludes before the anticipated start of delivery of the potential capital project. - TOD Policy must be consulted for any proposed use that is more than 50 years in duration or for any proposed use that is on a site that could be contemplated for joint development.

SPECIAL STUDY AREA

Table 4A: Special Study Area (Property Use Zone 4) – No Service Vision Capital Project Overlay

<i>Non-Railroad Short-term Uses (< 5 Years)</i>	<i>Non-Railroad Long-term Uses (> 5 Years)</i>
Utilities: <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve as a conduit for vital public services 	Utilities: <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve as a conduit for vital public services
Commercial uses: <ul style="list-style-type: none"> - None 	Commercial uses: <ul style="list-style-type: none"> - None
Community and development uses: <ul style="list-style-type: none"> - None 	Community and development uses: <ul style="list-style-type: none"> - None
Notes for Review Process: <ul style="list-style-type: none"> - None 	Notes for Review Process: <ul style="list-style-type: none"> - None

Table 4B: Special Study Area (Property Use Zone 4) – With Service Vision Capital Project Overlay

<i>Non-Railroad Short-term Uses (< 5 Years)</i>	<i>Non-Railroad Long-term Uses (> 5 Years)</i>
Utilities: <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve as a conduit for vital public services 	Utilities: <ul style="list-style-type: none"> - Facilities and infrastructure that support electricity, gas, water, sewer, telecommunications, etc. - Other uses that serve as a conduit for vital public services
Commercial uses: <ul style="list-style-type: none"> - None 	Commercial uses: <ul style="list-style-type: none"> - None
Community and development uses: <ul style="list-style-type: none"> - None 	Community and development uses: <ul style="list-style-type: none"> - None
Notes for Review Process: <ul style="list-style-type: none"> - None 	Notes for Review Process: <ul style="list-style-type: none"> - None

POLICIES AND PROCEDURES FOR UPDATING THE RCUP

The Rail Corridor Use Policy is intended to be updated as conditions change on the Caltrain corridor. Changes may be made by staff to ensure that the Rail Corridor Use Policy is kept up-to-date, and staff should regularly report any changes that have been made to the Board. The following list provides examples of circumstances under which the RCUP may be updated; however, this is not an exhaustive list and staff may make other changes as needed, so long as changes are reported to the Board.

MAP CHANGES:

- The Property Use Zones should be updated as construction projects are completed. These updates should be completed to ensure that all property and facilities needed for the safe operation of the railroad are included in Property Use Zone 1 (Operating Right-of-Way).
- The Property Use Zones should be updated as conditions change on the corridor. For example, if there are any station closures in the future, that property should be converted from Property Use Zone 2 (Station Right-of-Way) to Property Use Zone 3 (Non-Operating Right-of-Way). As another example, if Caltrain enters into a formal, complex, multi-stakeholder planning process for one of its stations, that property may be changed to Property Use Zone 4 (Special Study Area).
- The Service Vision Capital Project Overlay should be updated as construction projects are completed. These updates should include removing the Overlay from areas where the construction project has been completed.
- The Service Vision Capital Project Overlay may have its component projects updated, including details about the projects and the projects' footprints, as partner agencies and cities take action on proposed alignments and alternatives, or as the projects reach the final phase of design.
- The Service Vision Capital Project Overlay should be updated to include all potential future capital projects that may be needed to deliver Caltrain's Long-Term Service Vision, including any new, yet-to-be-conceived capital projects.
- The Service Vision Capital Project Overlay should be updated if it is determined conclusively that a potential future capital project is not needed to deliver the Long-Term Service Vision and will not occur on the Caltrain corridor in the future.

DECISION-MAKING FRAMEWORK

- While it is not anticipated that there will be substantial or significant changes to the RCUP's decision-making framework in the near future, any substantial or significant change that does arise will be reported to the Board. An example of this could be a substantial change to the types of uses that are allowed in a Property Use Zone.

CALTRAIN RAIL CORRIDOR USE POLICY DRAFT MAP SERIES FOR THE CALTRAIN CORRIDOR

The following section of the Rail Corridor Use Policy contains a map series of the JPB's property and operating easements along the Caltrain corridor, beginning with a summary overview of the map contents and a quick reference guide to the Property Use Zones and Service Vision Capital Project Overlay.

PENINSULA CORRIDOR JOINT POWERS BOARD

CALTRAIN RAIL CORRIDOR USE POLICY DRAFT MAPS

OVERVIEW:

- The RCUP is being developed to provide a Board-adopted policy framework around the use of Peninsula Corridor Joint Powers Board (JPB) property to support the achievement of the vision in the Caltrain Business Plan.
- The RCUP will include an administrative policy framework and a series of maps to facilitate decision-making regarding use of space on the JPB's limited property along the rail corridor. This PDF presents the draft maps for the RCUP project.

PROJECT OBJECTIVES:

- Provide a Board-adopted policy framework that supports the delivery of Caltrain's long-term service vision while also clarifying nearer-term opportunities for the use of JPB property.
- Develop a process for considering and approving the range of proposed uses and projects on JPB property.
- Provide transparency and clarity on the decision-making process and outcomes.

PROPERTY USE ZONES

Property Use Zone 1 – Operating Right-of-Way

- Property Use Zone 1 is the Operating Right-of-Way (ROW) land use district, and it includes property that is required for the safe operation of the railroad in its current configuration and for the Peninsula Corridor Electrification Project (PCEP).
- Land in Property Use Zone 1 is intended to serve railroad operations and is generally not available for non-railroad uses, except compatible utility uses.

Property Use Zone 2 – Station Right-of-Way

- Property Use Zone 2 is the Station Right-of-Way land use district, and it includes property that is located at and near Caltrain's stations.
- Property in the Station Right-of-Way includes facilities that support the functioning of the railroad station, including station buildings, access facilities (such as sidewalks, driveways, loading and unloading areas, car parking facilities, bike parking facilities, etc.), passenger waiting areas, etc.
- Property Use Zone 2 could potentially have non-railroad land uses that are compatible with the functioning of the station and the safe operation of the railroad.

Property Use Zone 3 – Non-Operating Right-of-Way

- Property Use Zone 3 is the Non-Operating Right-of-Way land use district, and it includes all JPB property that is not already included in Property Use Zones 1, 2, and 4.
- Property in Property Use Zone 3 could potentially have non-railroad land uses that are compatible with the safe operation of the railroad, including development projects, commercial leases, community uses, etc.

Property Use Zone 4 – Special Study Area

- Property Use Zone 4 Zone is the Special Study Area land use district, and it includes JPB property that is currently involved in a defined planning process that formally involves multiple stakeholders.
- Examples include areas of the corridor associated with the railroad terminal studies at San Francisco and San Jose.
- Land in Property Use Zone 4 is generally not available for non-railroad uses, except compatible utility uses, and future use of the property will generally be determined through the defined planning process in each area.

SERVICE VISION CAPITAL PROJECT OVERLAY

Service Vision Capital Project Overlay

- The Service Vision Capital Project Overlay serves as an overlay district that is applied on top of the Property Use Zones to JPB property along the Caltrain corridor.
- This overlay conceptually represents areas of JPB property along the Caltrain corridor that may be needed for potential future capital projects.
- Because it is known that the property within its boundaries may be needed for a potential capital project in the future, the Service Vision Capital Project Overlay is intended to ensure that JPB property would not become permanently encumbered or used in a way that would make it difficult or impossible to deliver the potential future capital project.
- The Service Vision Capital Project Overlay could potentially have non-railroad land uses that are compatible with the safe operation of the railroad and that will be terminated before the anticipated start of the potential future capital project.
- The Service Vision Capital Project Overlay could also be potentially available for a future, long-term, non-railroad use of the land that is co-designed with the potential future capital project, that is co-delivered with the potential future capital project, or that is delivered after completion of the potential future capital project.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 1 OF 34



- 4th & King Station
- 22nd Street Station
- Bayshore Station
- South San Francisco Station
- San Bruno Station
- Millbrae Station
- Broadway Station
- Burlingame Station
- San Mateo Station
- Hayward Park Station
- Hillsdale Station
- Belmont Station
- San Carlos Station
- Redwood City Station
- Atherton Station
- Menlo Park Station
- Palo Alto Station
- Stanford Stadium Station
- California Avenue Station
- San Antonio Station
- Mountain View Station
- Sunnyvale Station
- Lawrence Station
- Santa Clara Station
- College Park Station
- San Jose Diridon Station
- Tamien Station
- JPB-Owned
- UPRR-Owned
- Capitol Station

Legend

Property Use Zones

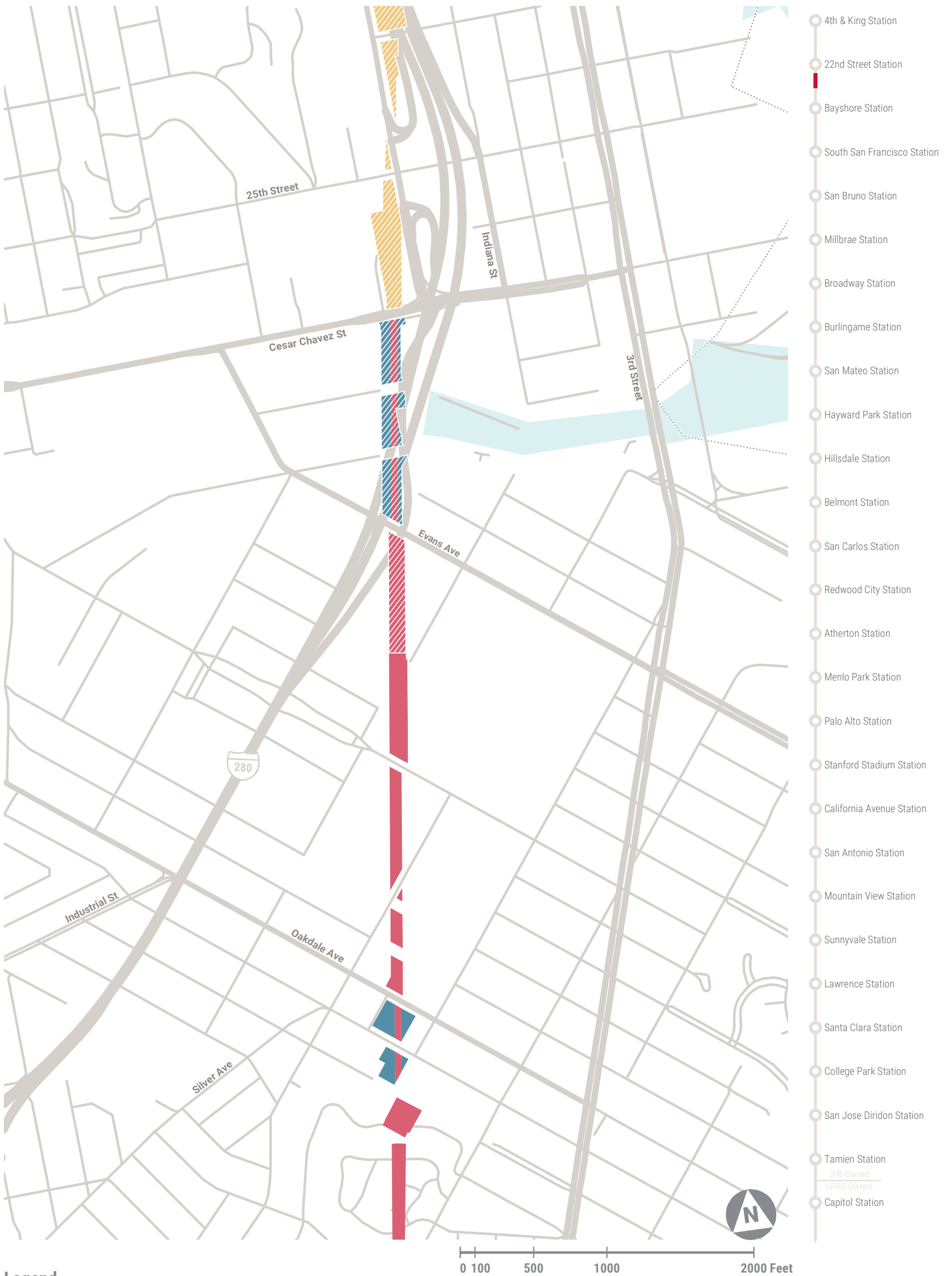
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only. In portions of San Francisco, the Peninsula Corridor Joint Powers Board has a perpetual operating easement but does not own the property in fee.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 2 OF 34



- 4th & King Station
- 22nd Street Station
- Bayshore Station
- Bayshore Station
- South San Francisco Station
- San Bruno Station
- Millbrae Station
- Broadway Station
- Burlingame Station
- San Mateo Station
- Hayward Park Station
- Hillsdale Station
- Belmont Station
- San Carlos Station
- Redwood City Station
- Atherton Station
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- Mountain View Station
- Sunnyvale Station
- Lawrence Station
- Santa Clara Station
- College Park Station
- San Jose Diridon Station
- Tamien Station
- JPB-Owned
- UPRR-Owned
- Capitol Station

Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- ▨ Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only. In portions of San Francisco, the Peninsula Corridor Joint Powers Board has a perpetual operating easement but does not own the property in fee.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 3 OF 34



Legend

Property Use Zones

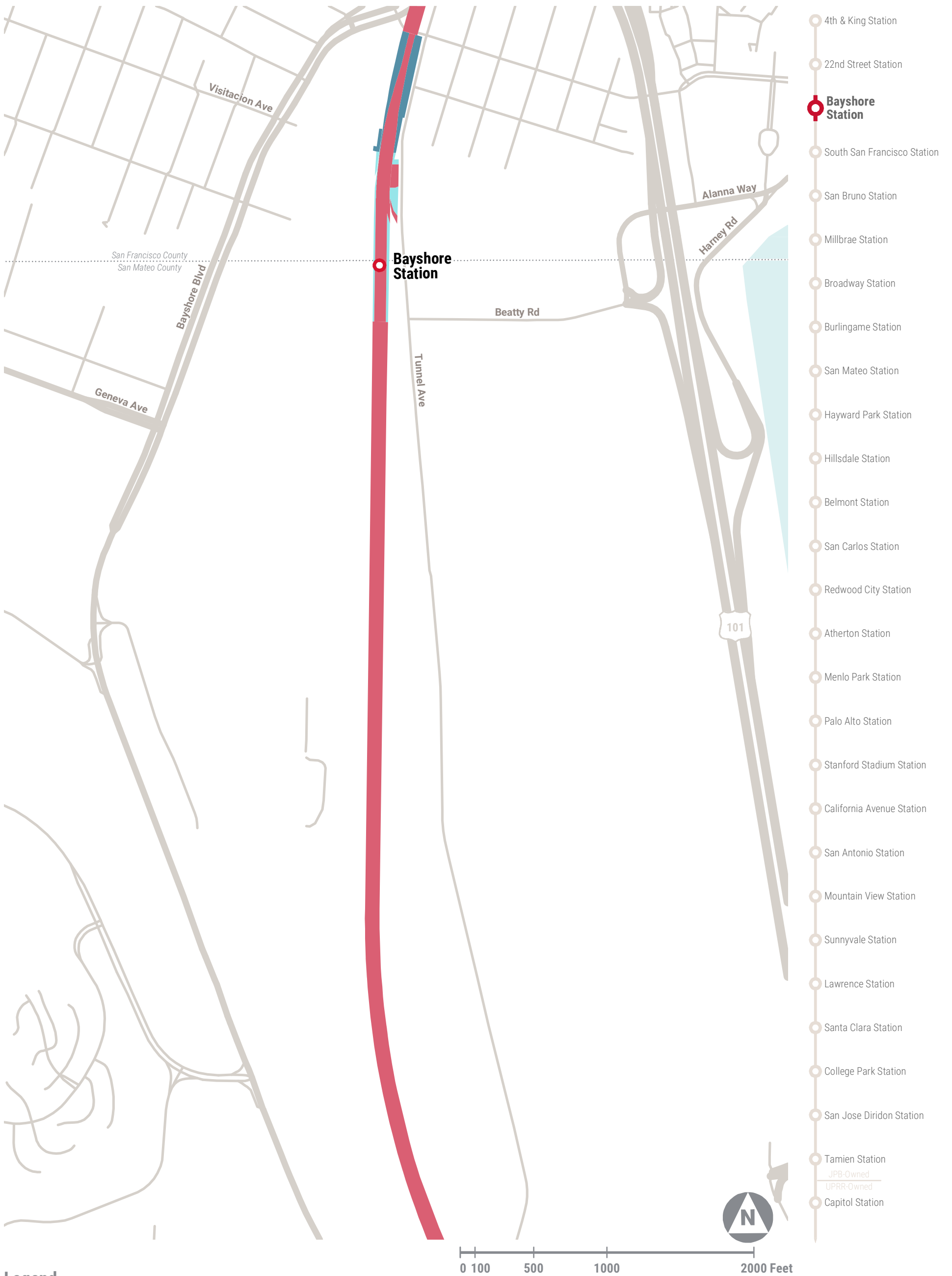
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 4 OF 34



Legend

Property Use Zones

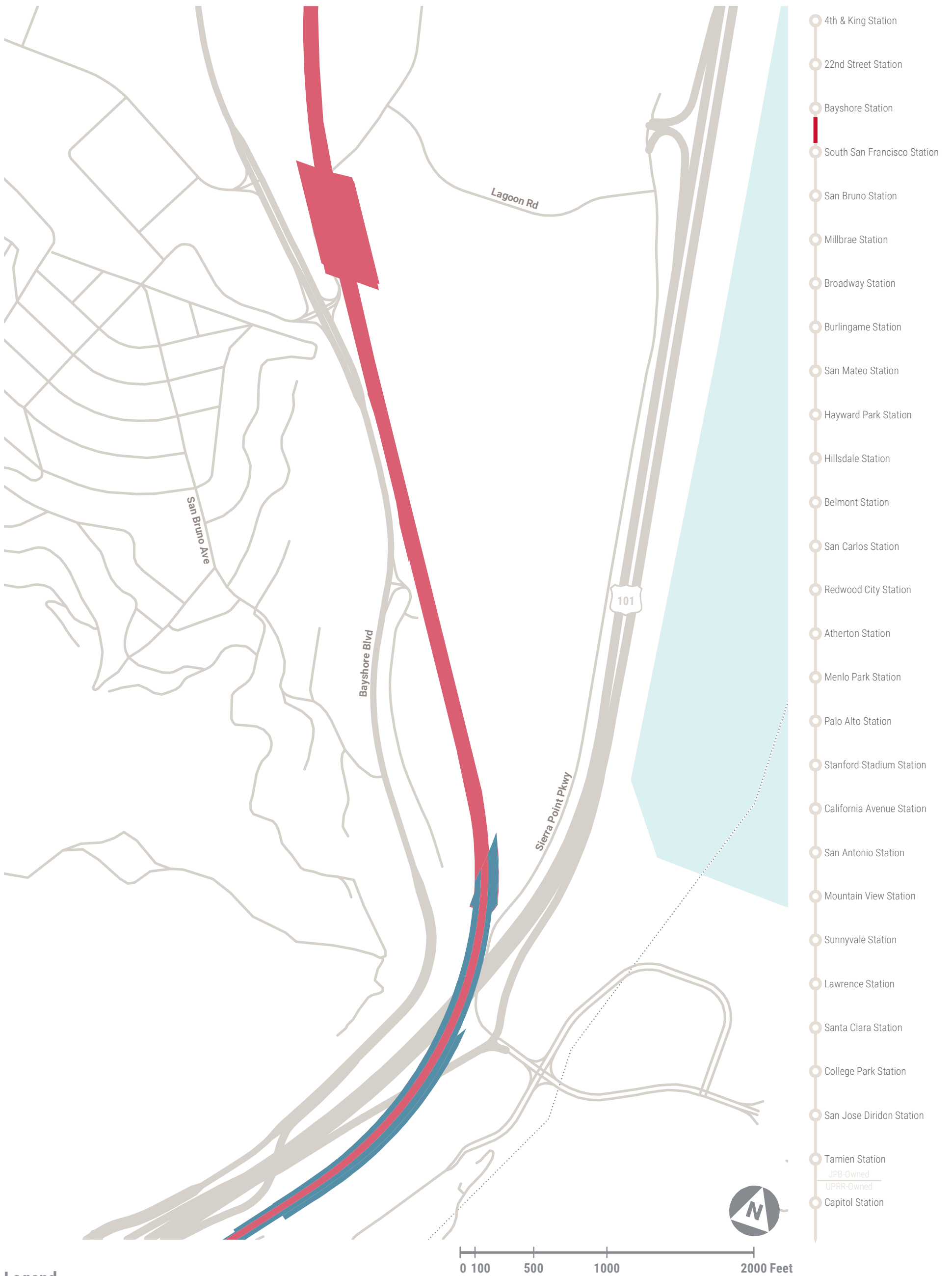
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 5 OF 34



- 4th & King Station
- 22nd Street Station
- Bayshore Station
- South San Francisco Station
- San Bruno Station
- Millbrae Station
- Broadway Station
- Burlingame Station
- San Mateo Station
- Hayward Park Station
- Hillsdale Station
- Belmont Station
- San Carlos Station
- Redwood City Station
- Atherton Station
- Menlo Park Station
- Palo Alto Station
- Stanford Stadium Station
- California Avenue Station
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- Mountain View Station
- Sunnyvale Station
- Lawrence Station
- Santa Clara Station
- College Park Station
- San Jose Diridon Station
- Tamien Station
- JPB-Owned
- UPRR-Owned
- Capitol Station

Legend

Property Use Zones

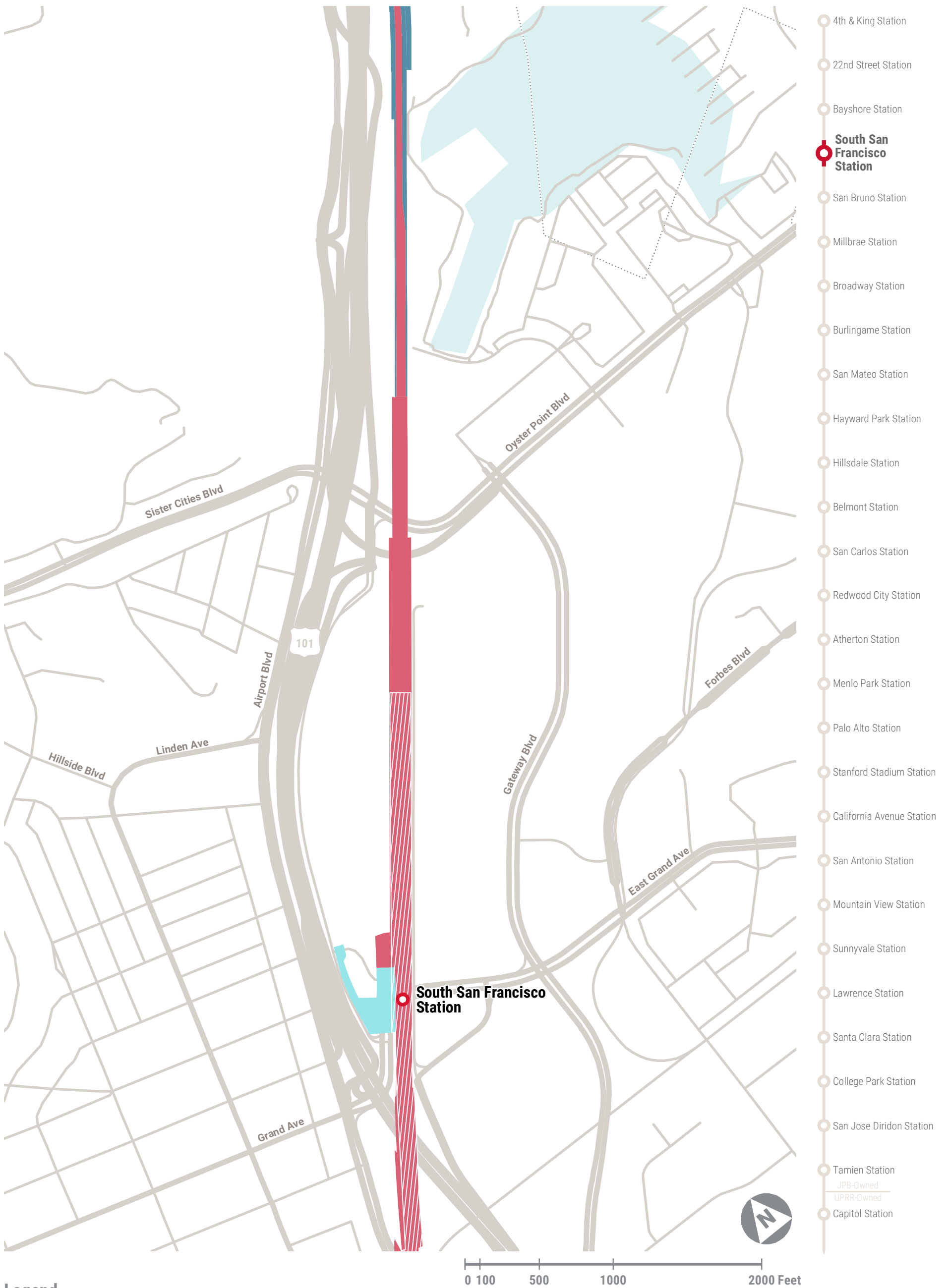
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- ▨ Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 6 OF 34



Legend

Property Use Zones

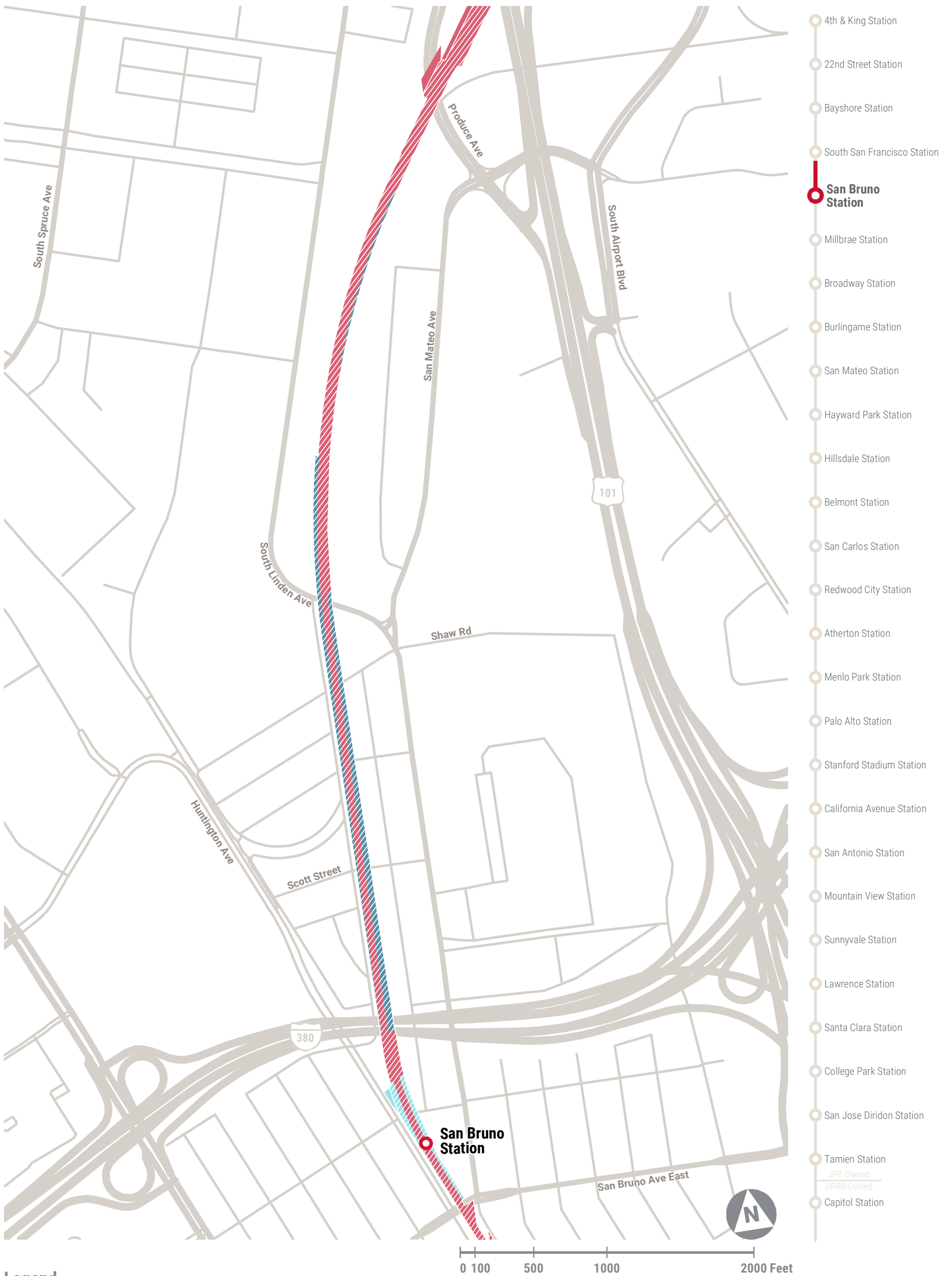
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 7 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 8 OF 34



Legend

Property Use Zones

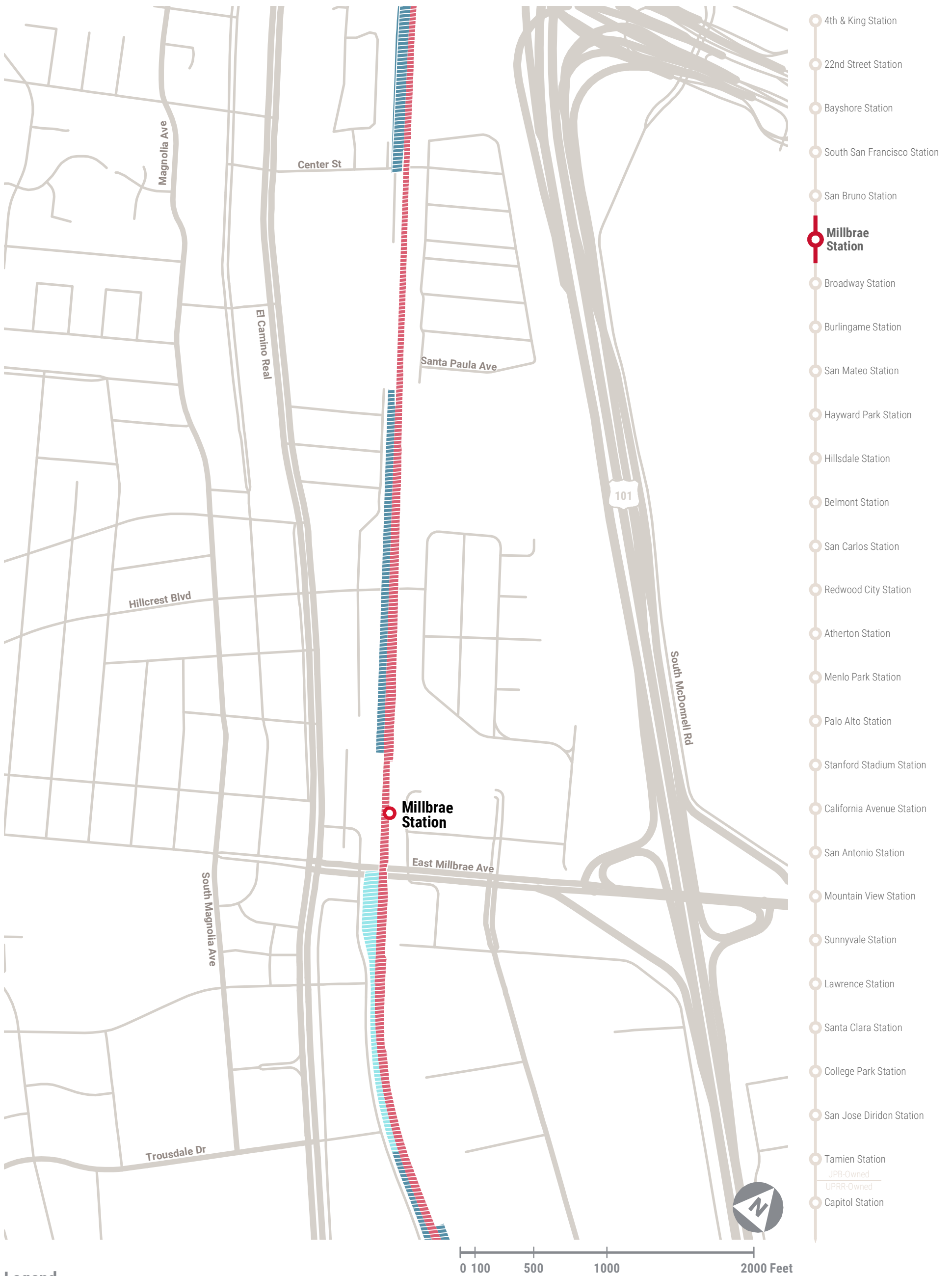
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 9 OF 34



- 4th & King Station
- 22nd Street Station
- Bayshore Station
- South San Francisco Station
- San Bruno Station
- **Millbrae Station**
- Broadway Station
- Burlingame Station
- San Mateo Station
- Hayward Park Station
- Hillsdale Station
- Belmont Station
- San Carlos Station
- Redwood City Station
- Atherton Station
- Menlo Park Station
- Palo Alto Station
- Stanford Stadium Station
- California Avenue Station
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- Mountain View Station
- Sunnyvale Station
- Lawrence Station
- Santa Clara Station
- College Park Station
- San Jose Diridon Station
- Tamien Station
- JPB-Owned
- UPRR-Owned
- Capitol Station

Legend

Property Use Zones

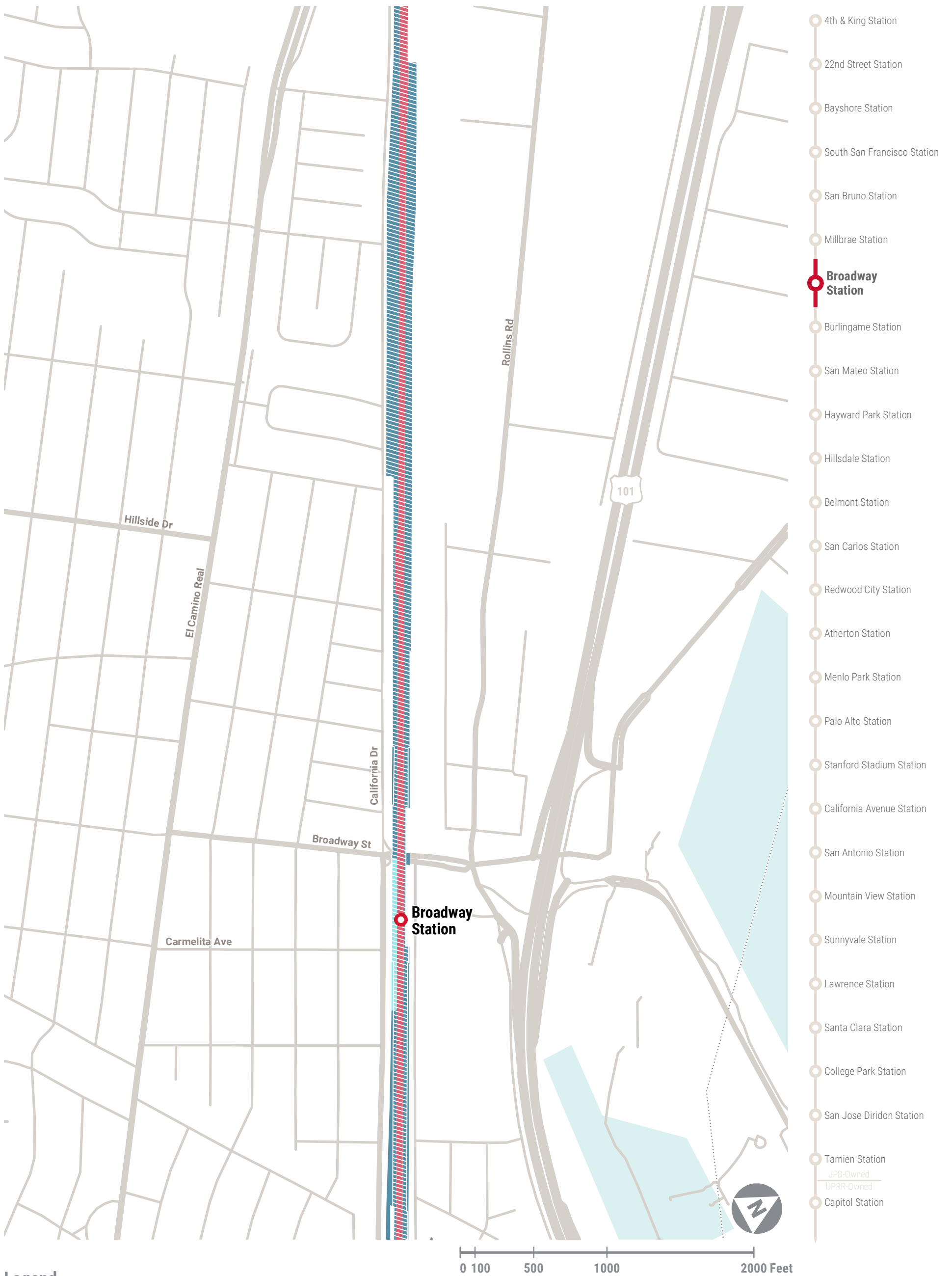
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- ▨ Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 10 OF 34



Legend

Property Use Zones

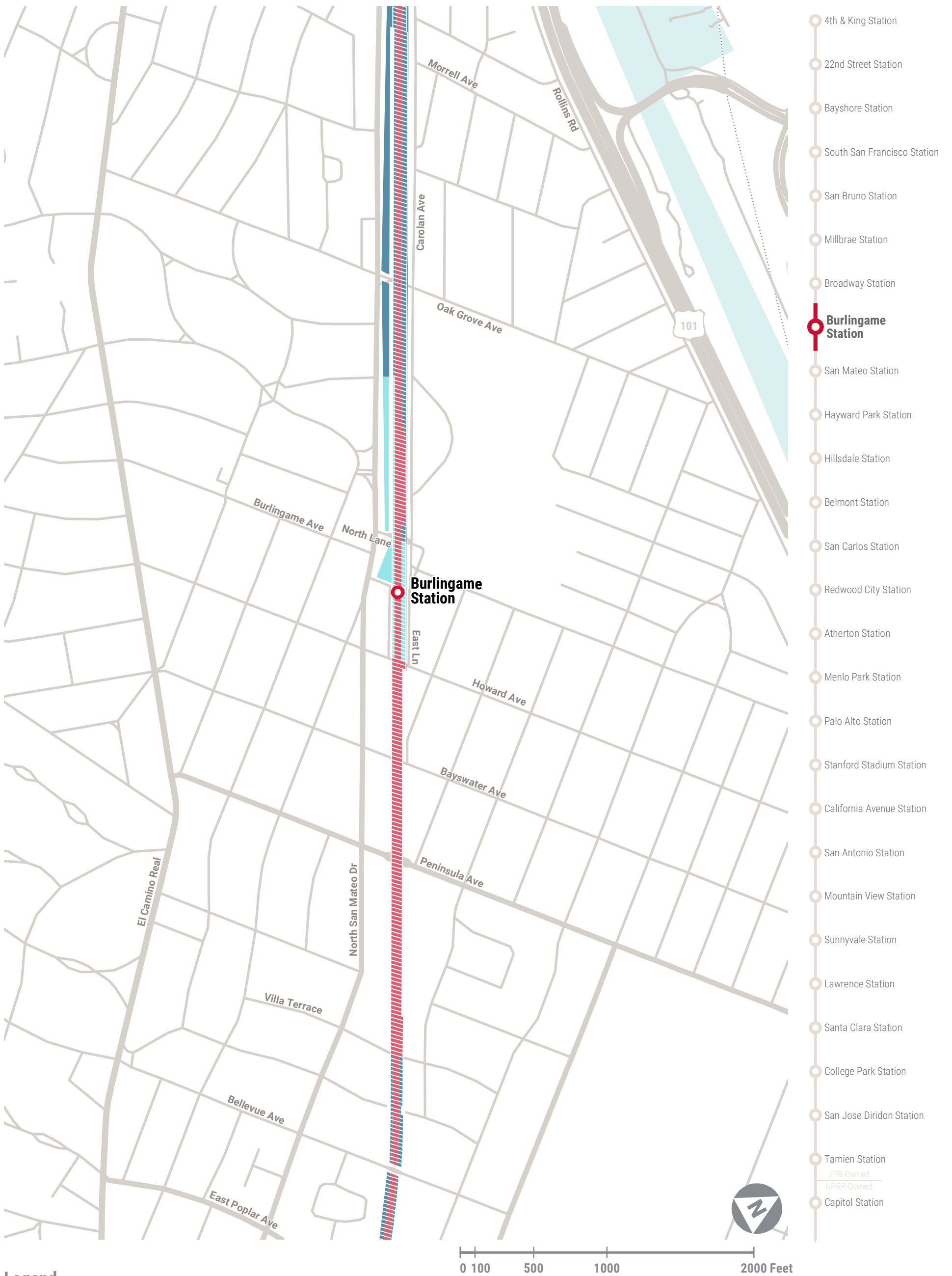
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 11 OF 34



- 4th & King Station
- 22nd Street Station
- Bayshore Station
- South San Francisco Station
- San Bruno Station
- Millbrae Station
- Broadway Station
- **Burlingame Station**
- San Mateo Station
- Hayward Park Station
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- Santa Clara Station
- College Park Station
- San Jose Diridon Station
- Tamien Station
- JPB-Owned
- UPRR-Owned
- Capitol Station

Legend

Property Use Zones

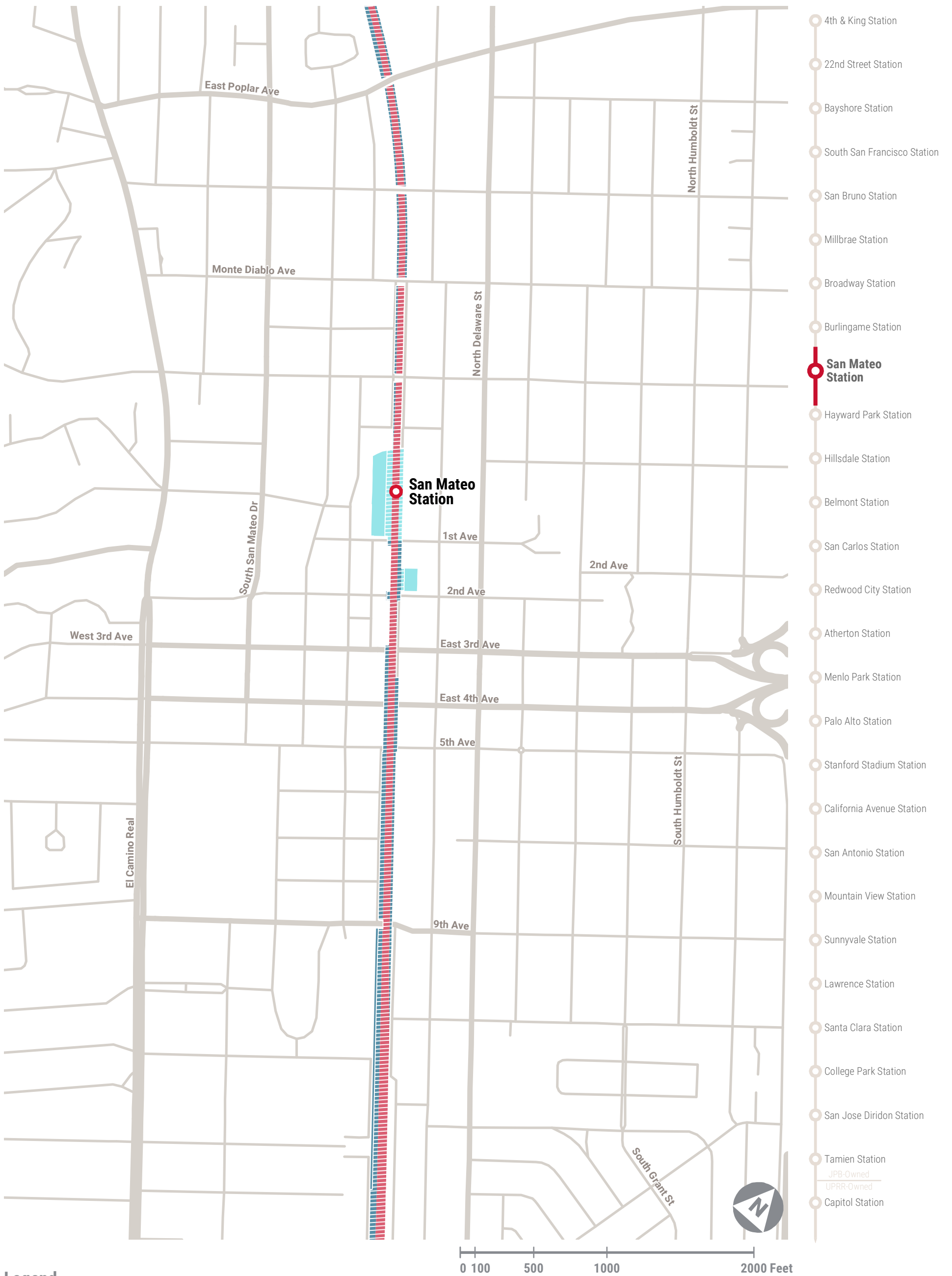
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- ▨ Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 12 OF 34



Legend

Property Use Zones

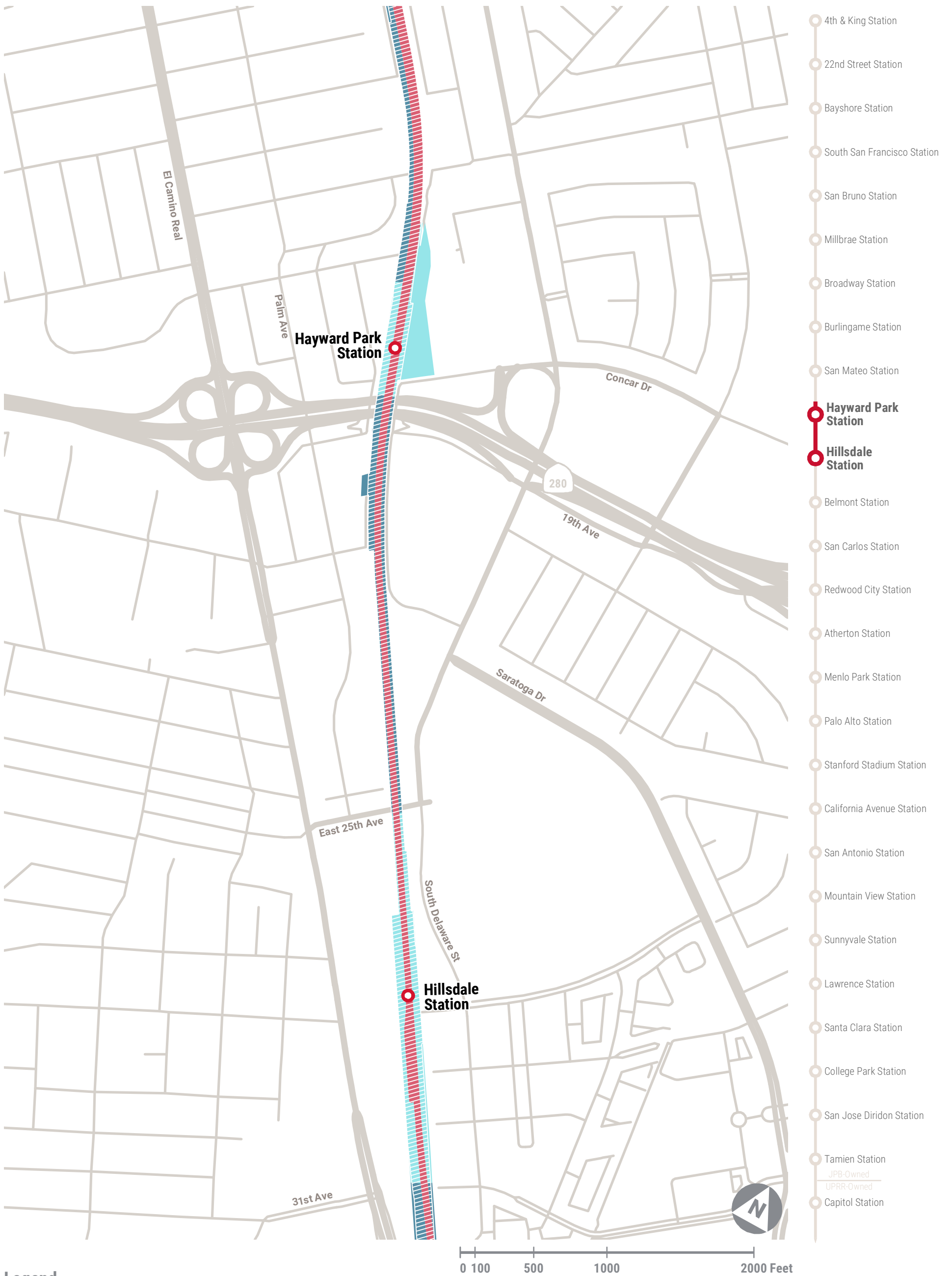
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 13 OF 34



Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 14 OF 34



Legend

Property Use Zones

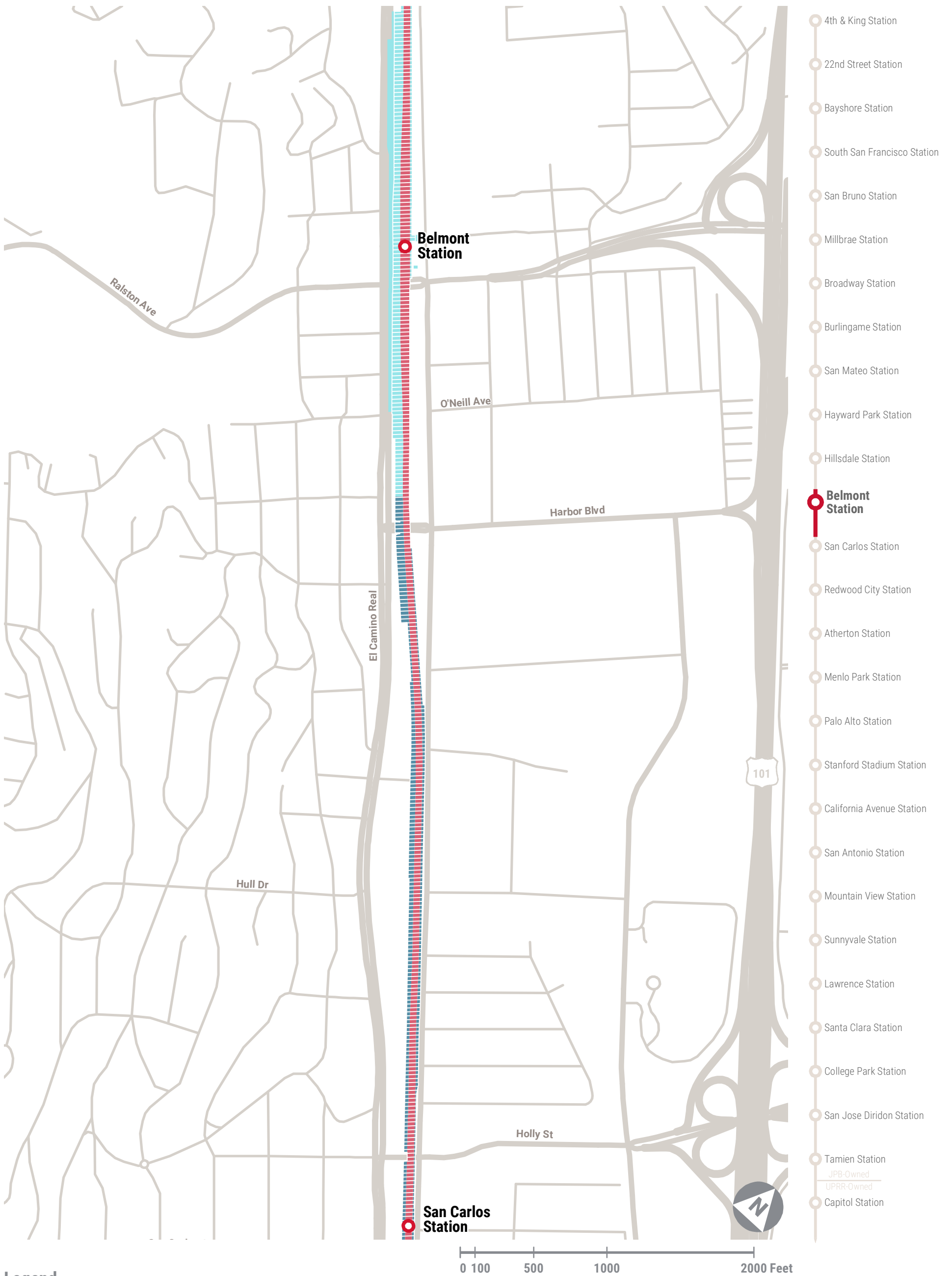
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

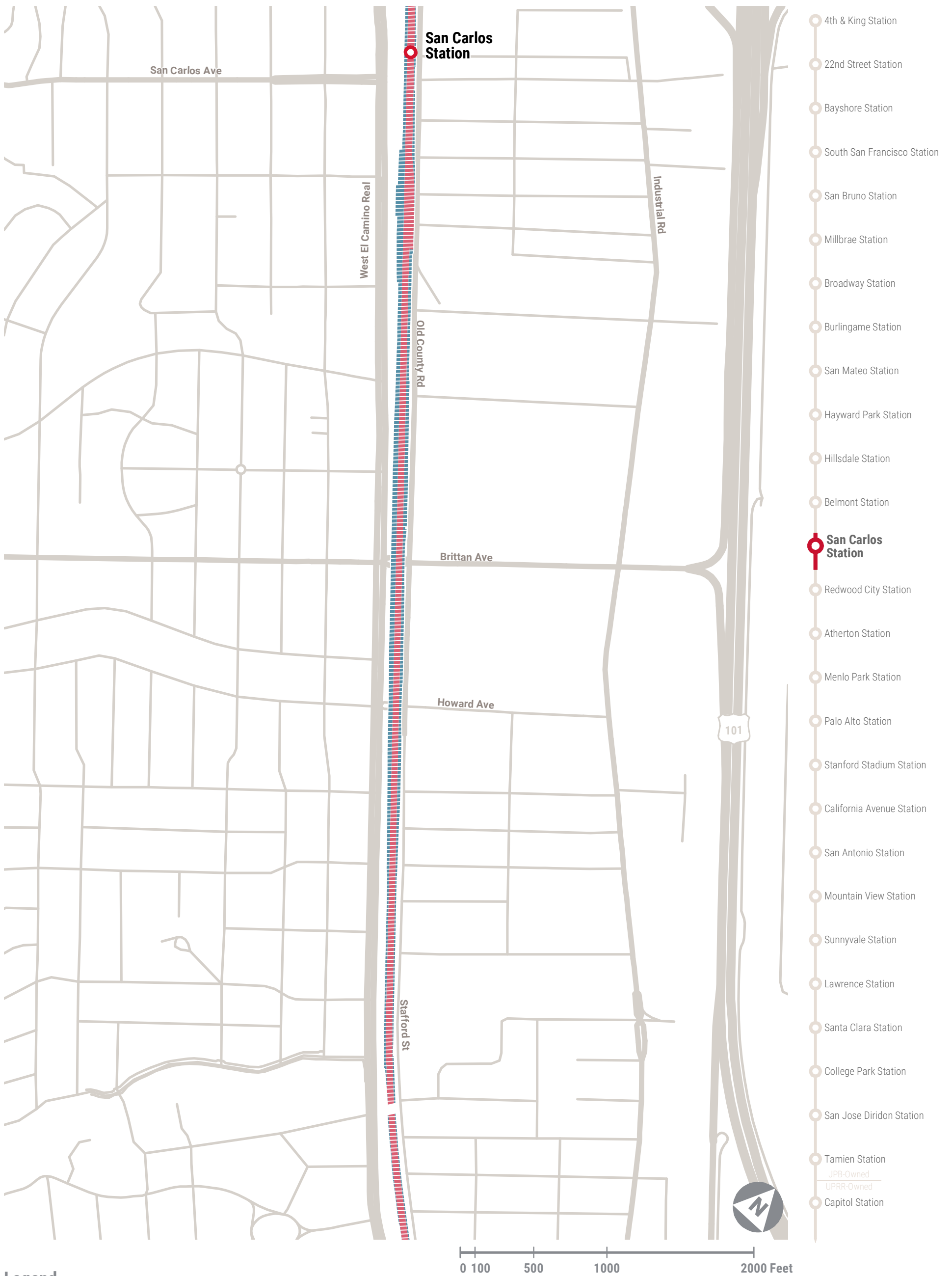
Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 15 OF 34



Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 16 OF 34



Legend

Property Use Zones

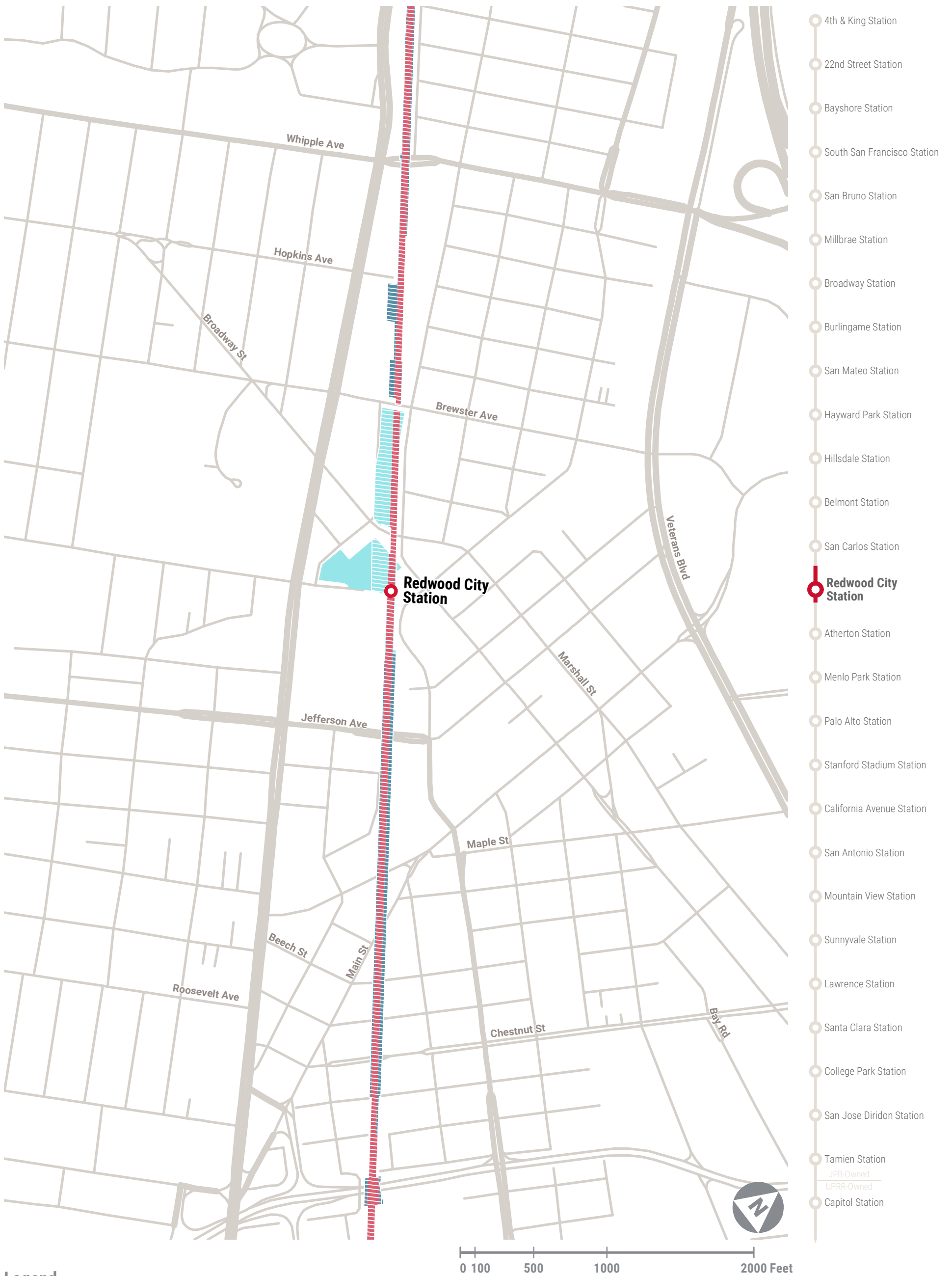
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 17 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 18 OF 34



Legend

Property Use Zones

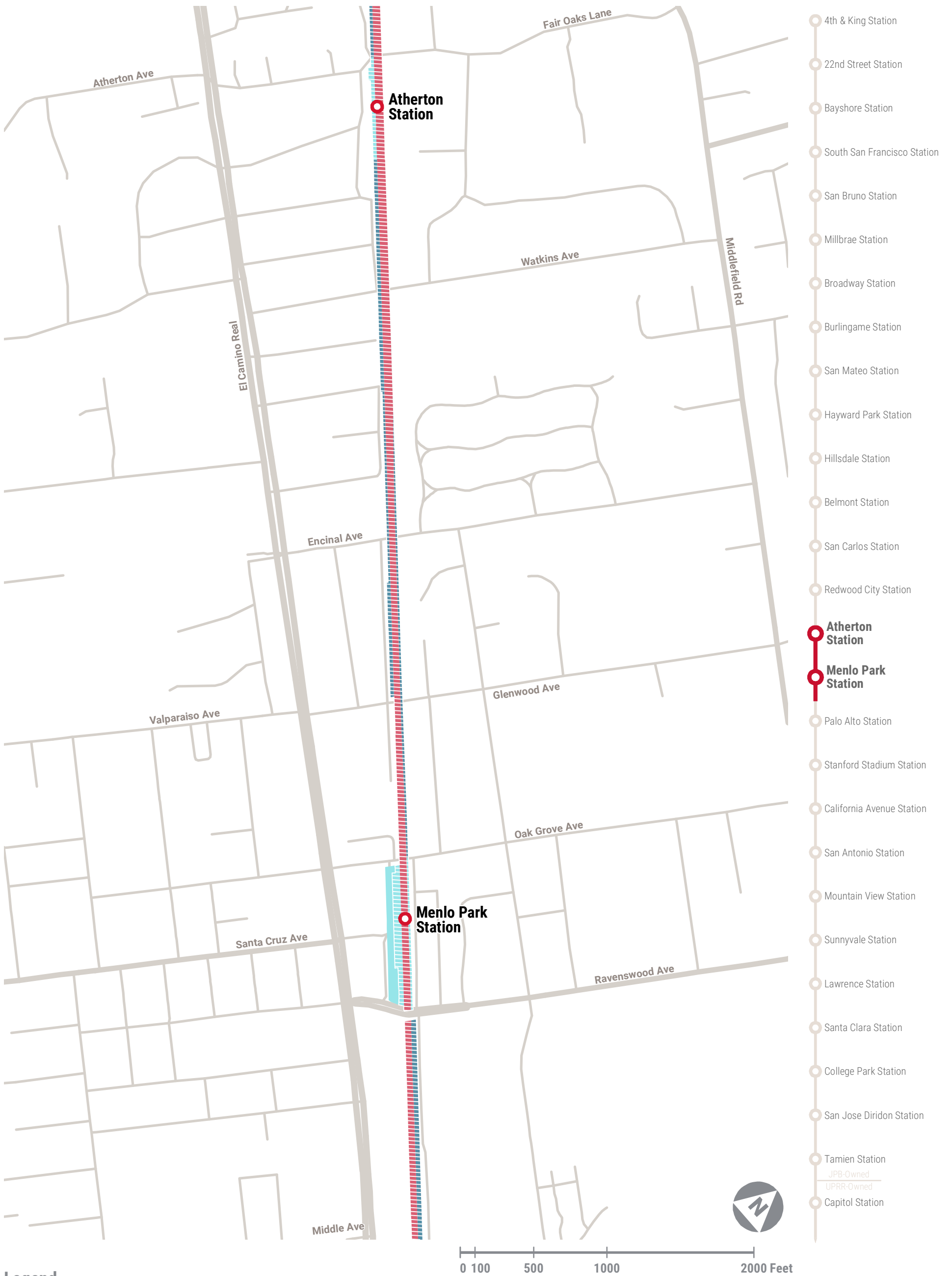
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 19 OF 34



Legend

Property Use Zones

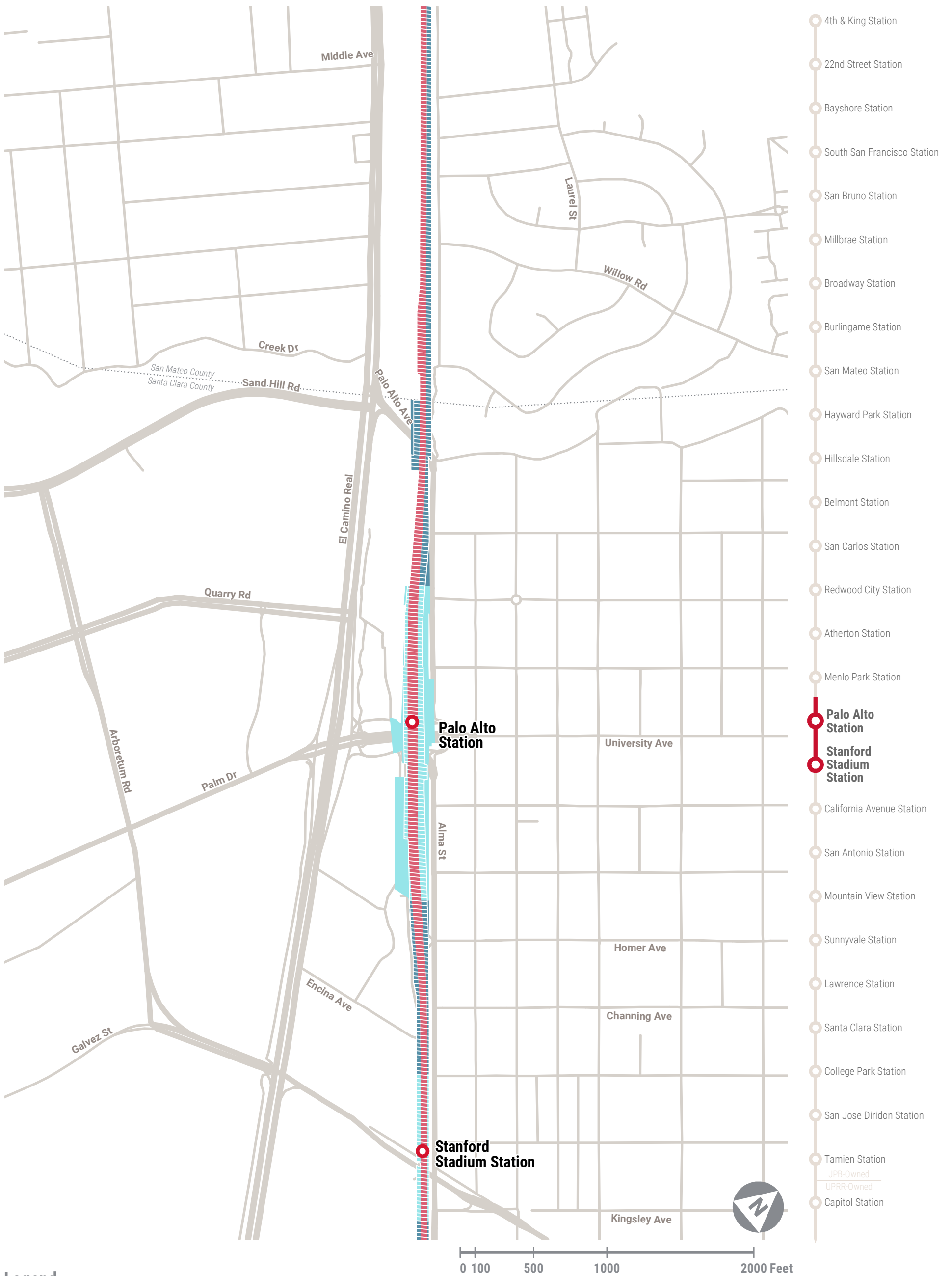
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 20 OF 34



Legend

Property Use Zones

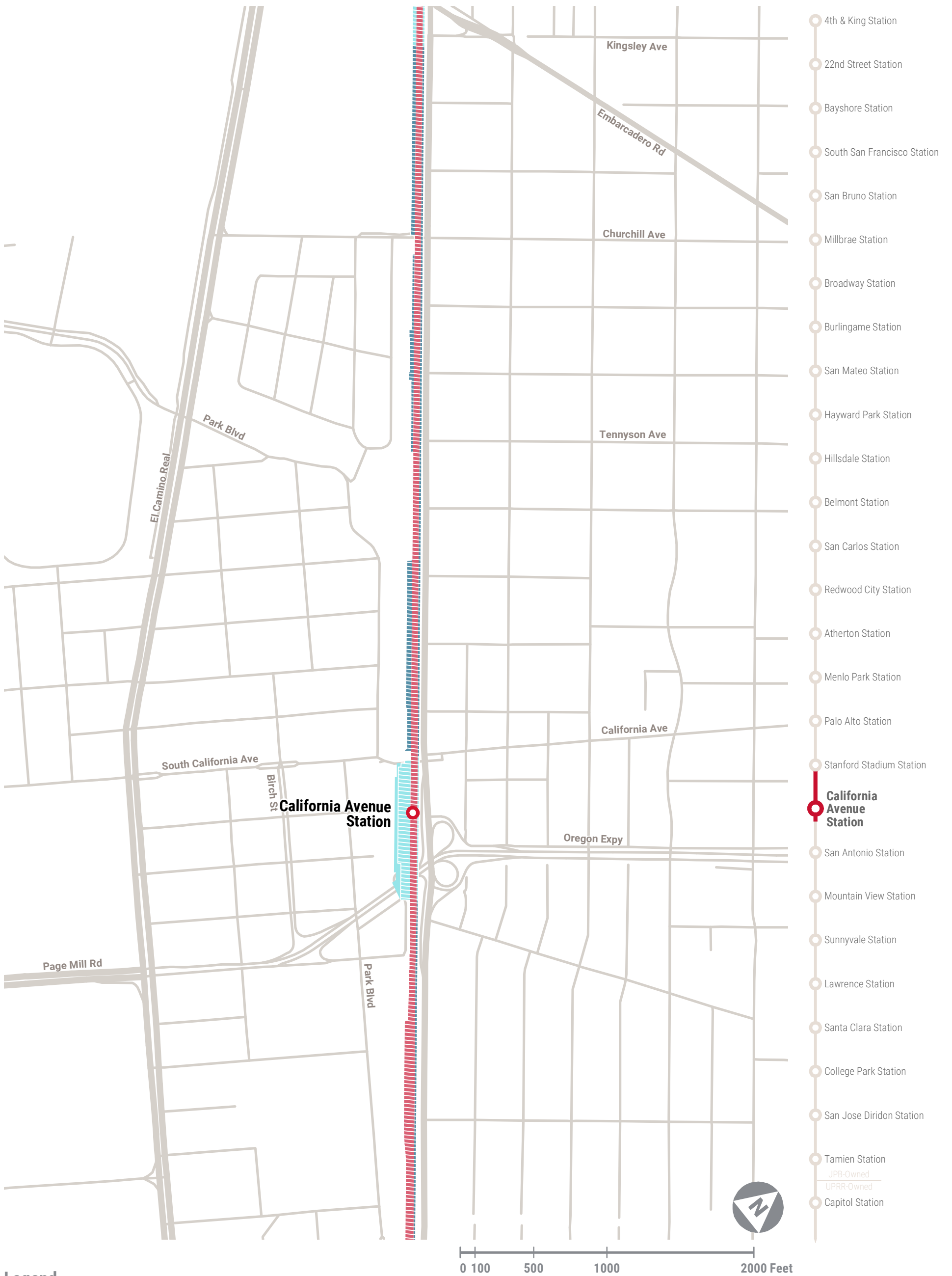
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 21 OF 34



Legend

Property Use Zones

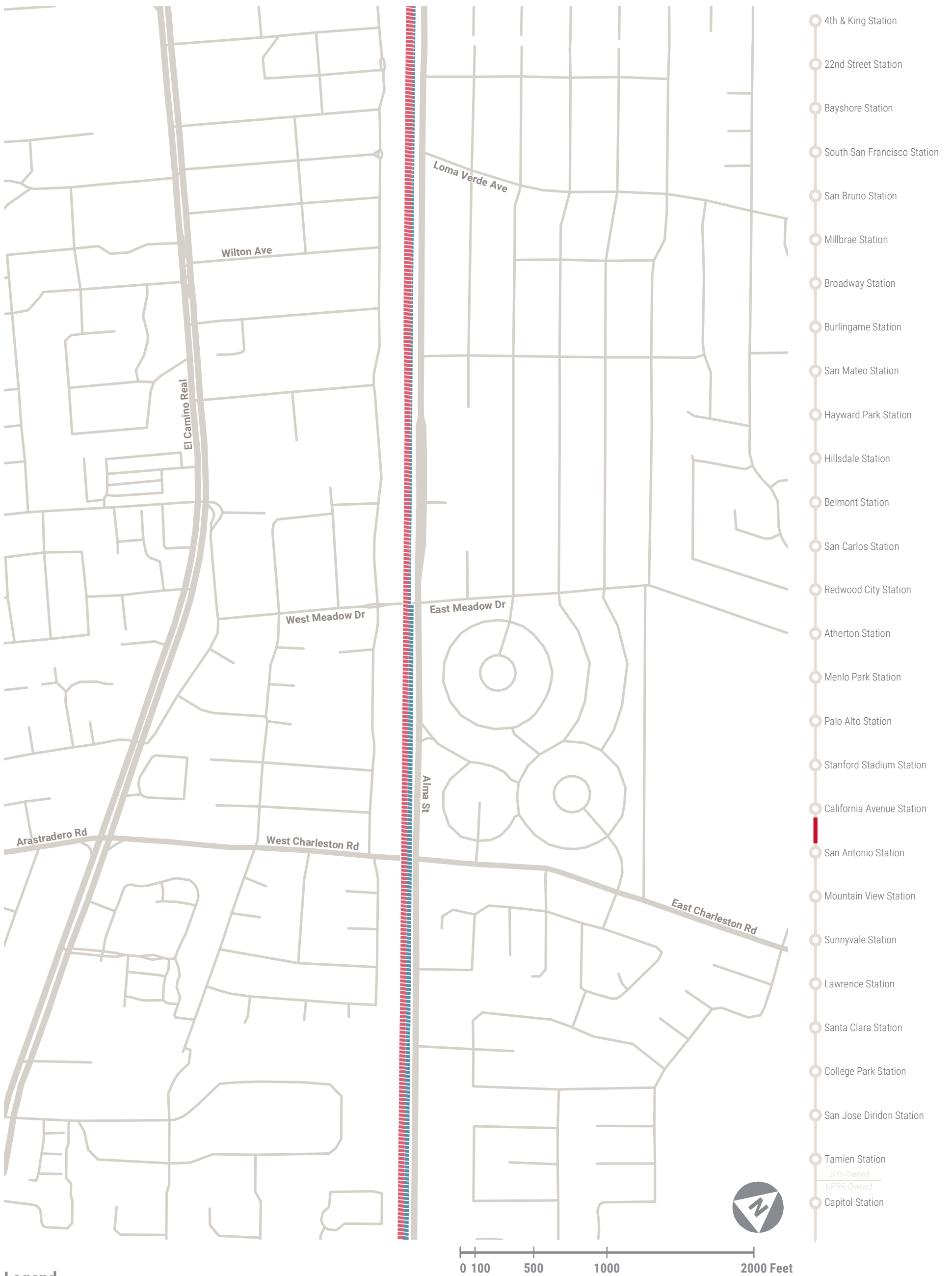
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 22 OF 34



Legend

Property Use Zones

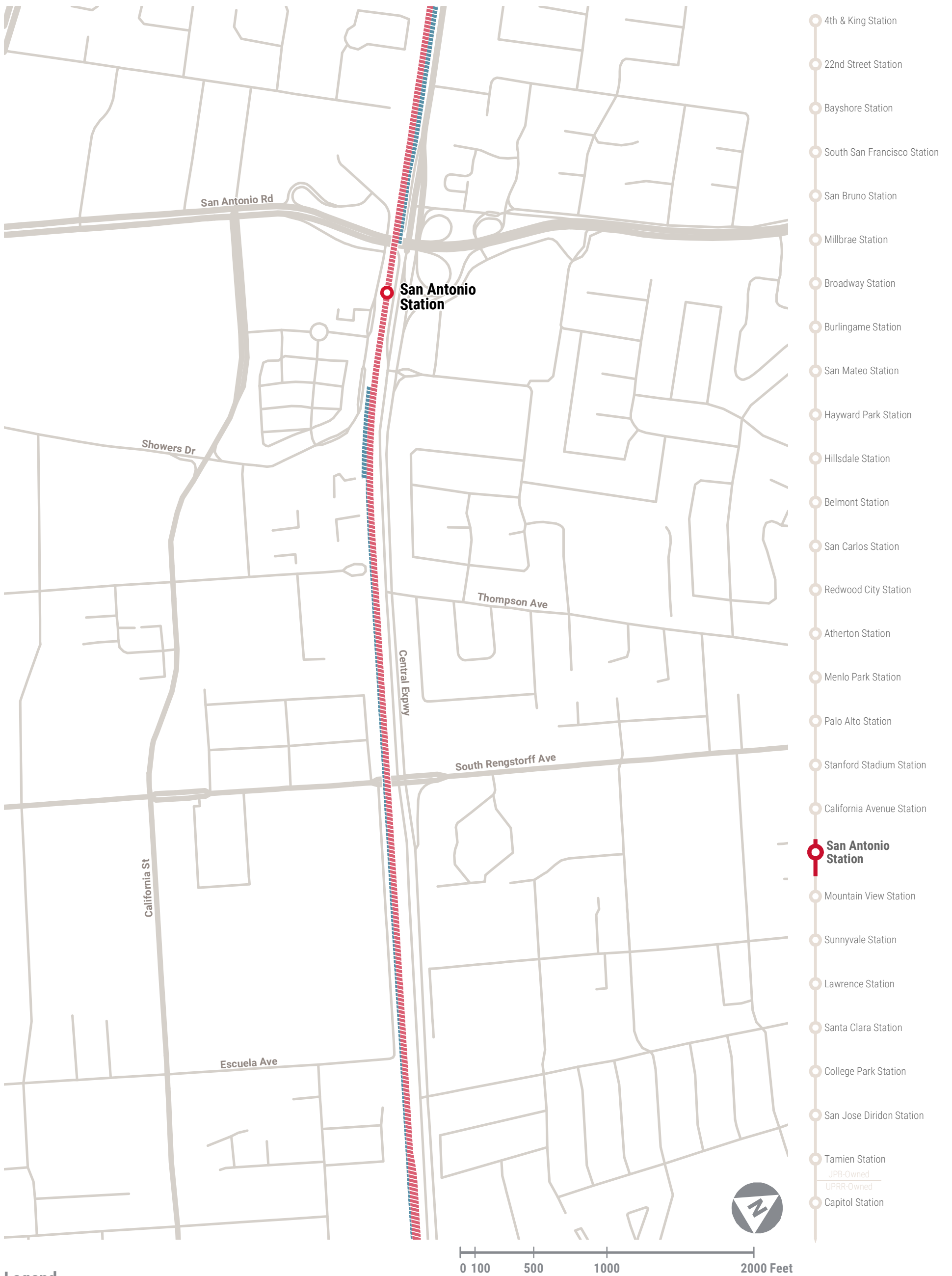
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 23 OF 34



Legend

Property Use Zones

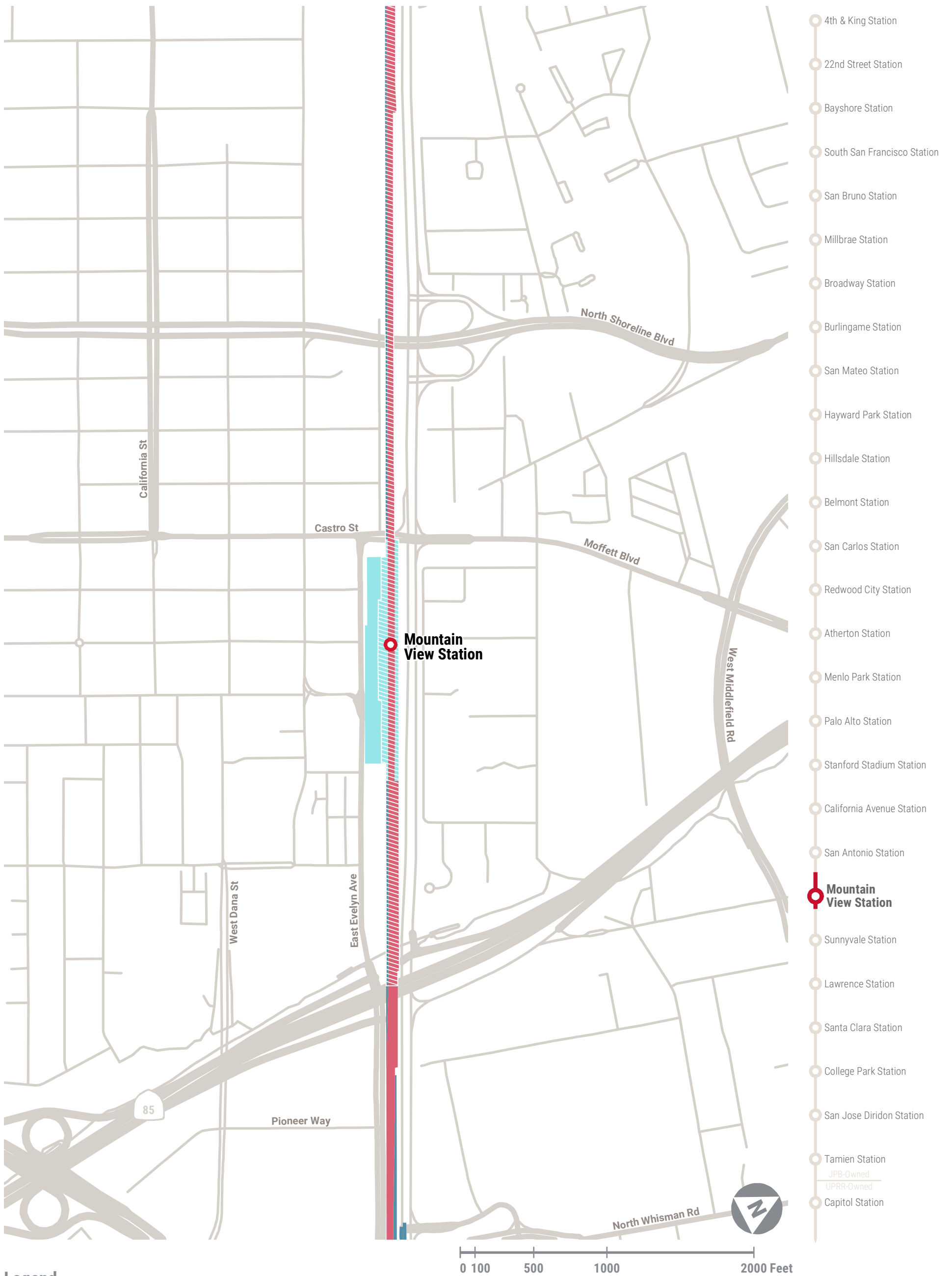
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 24 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 25 OF 34



Legend

Property Use Zones

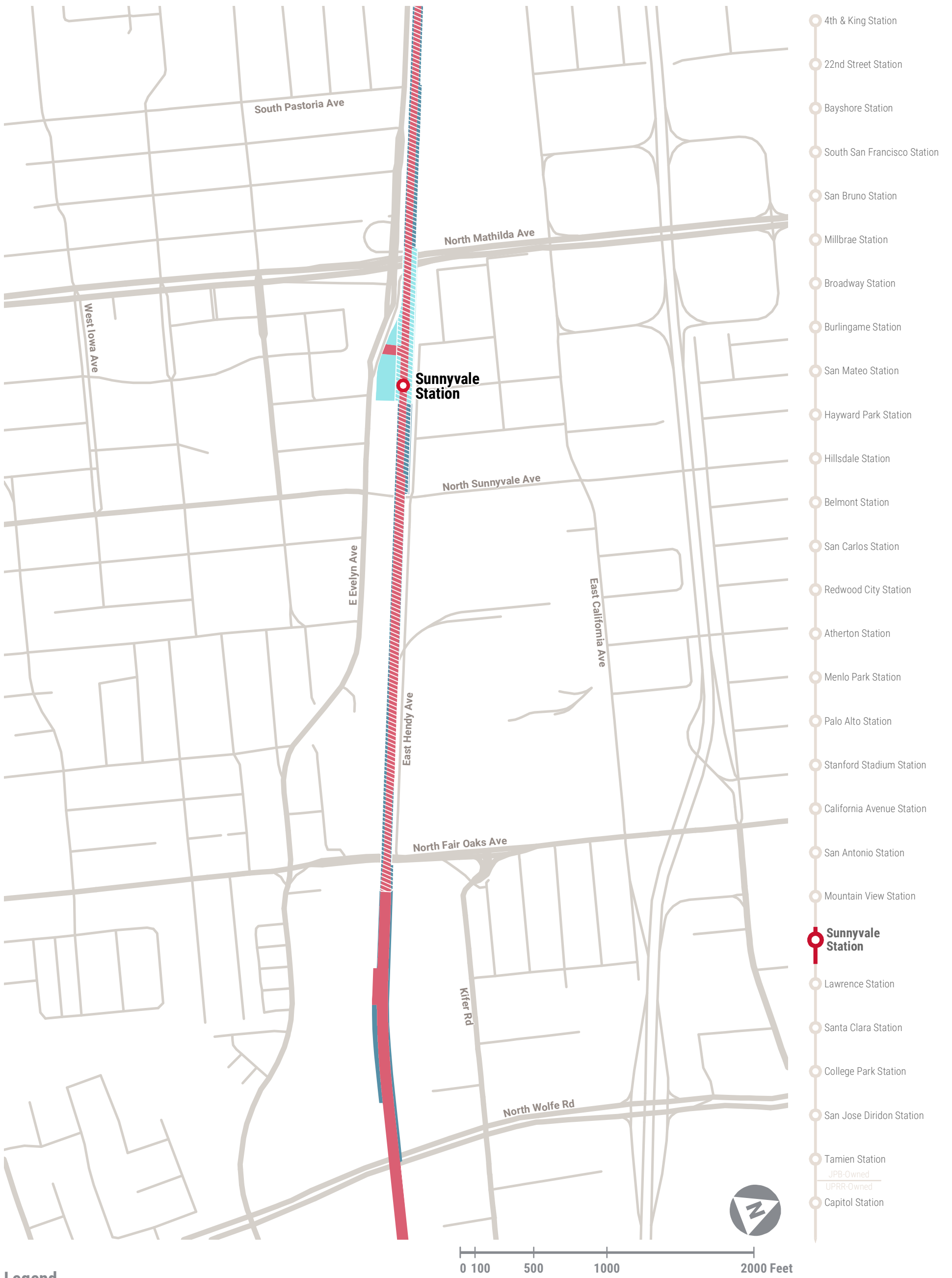
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 26 OF 34



Legend

Property Use Zones

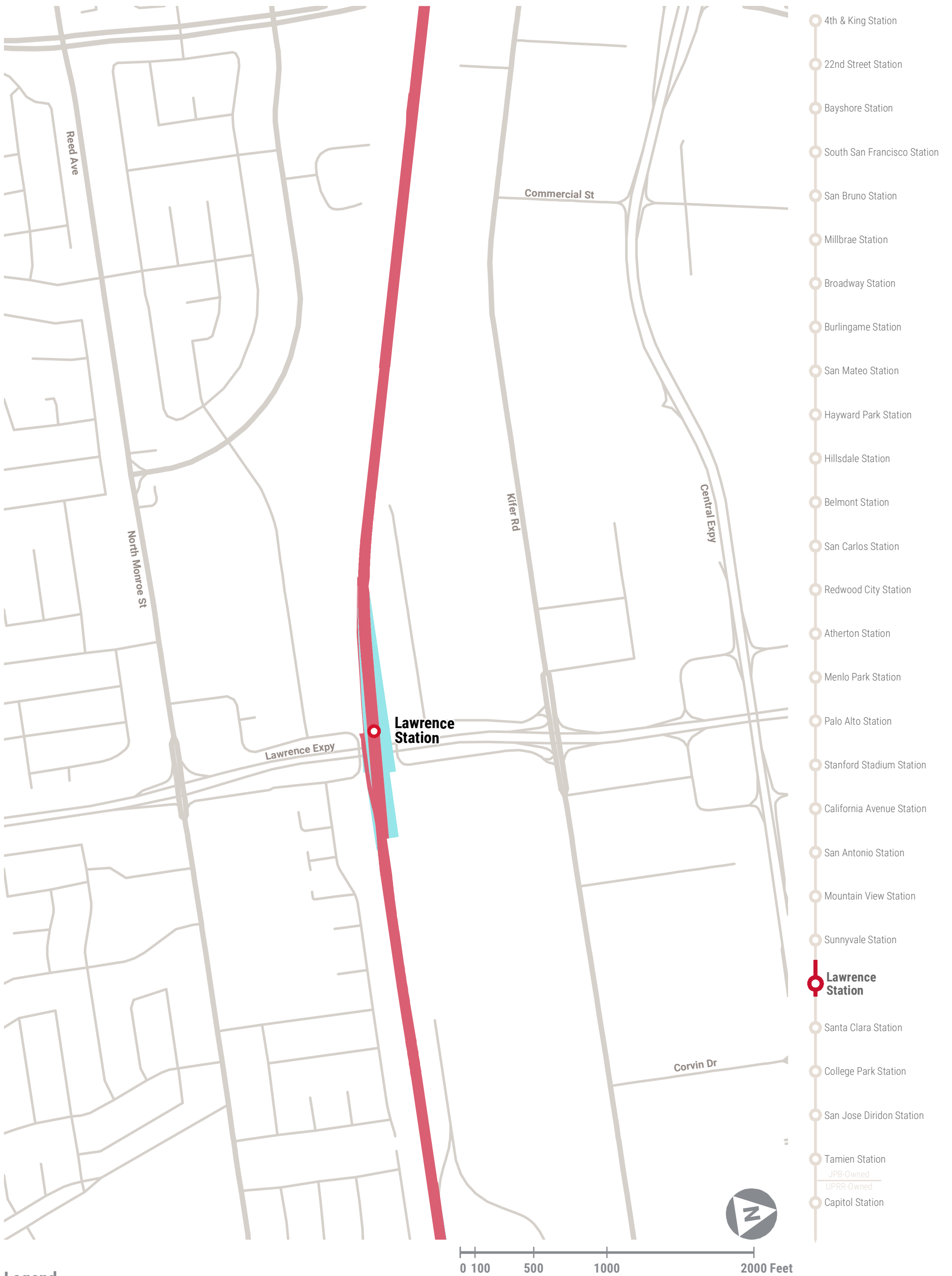
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 27 OF 34



Legend

Property Use Zones

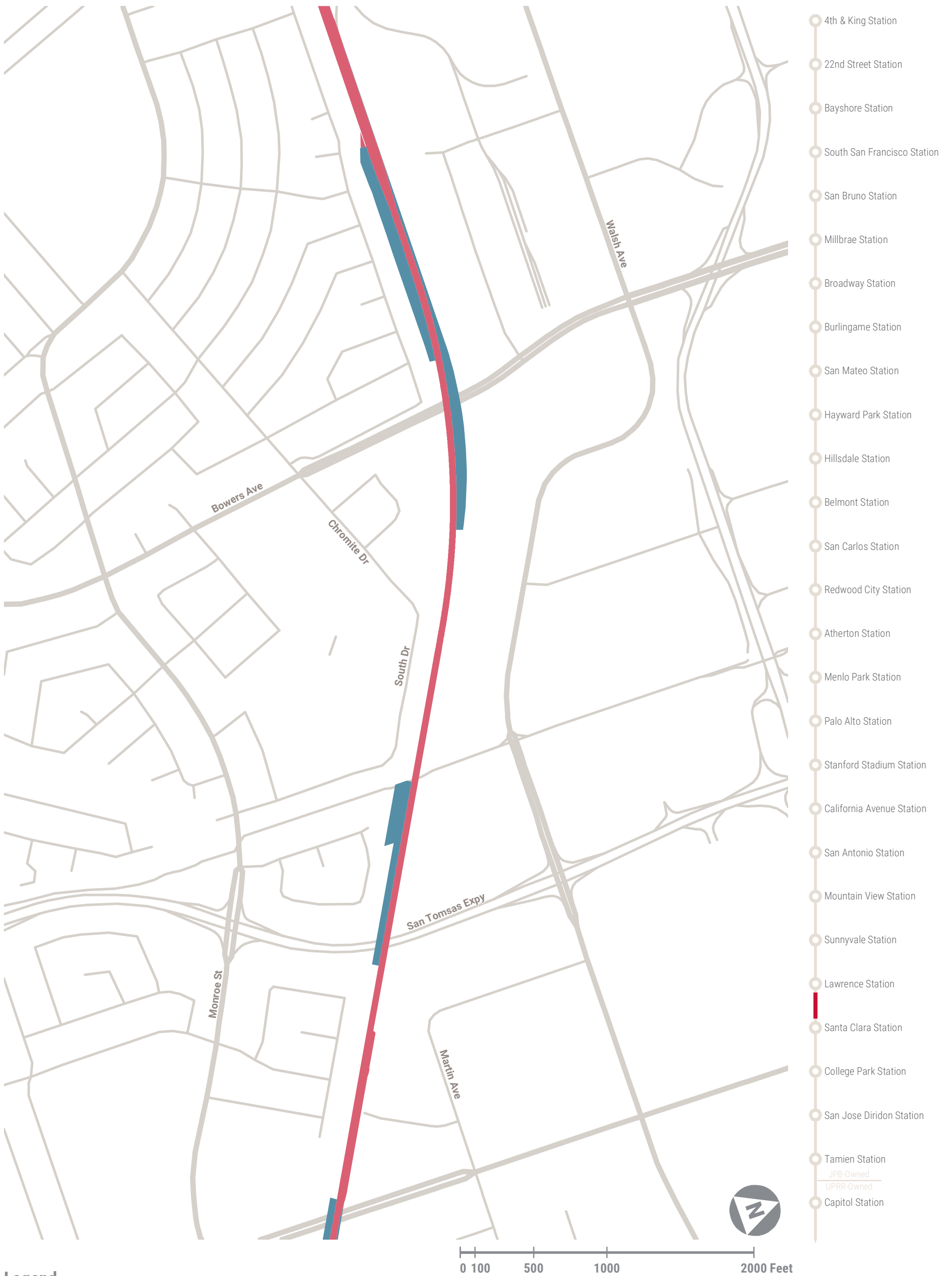
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 28 OF 34



Legend

Property Use Zones

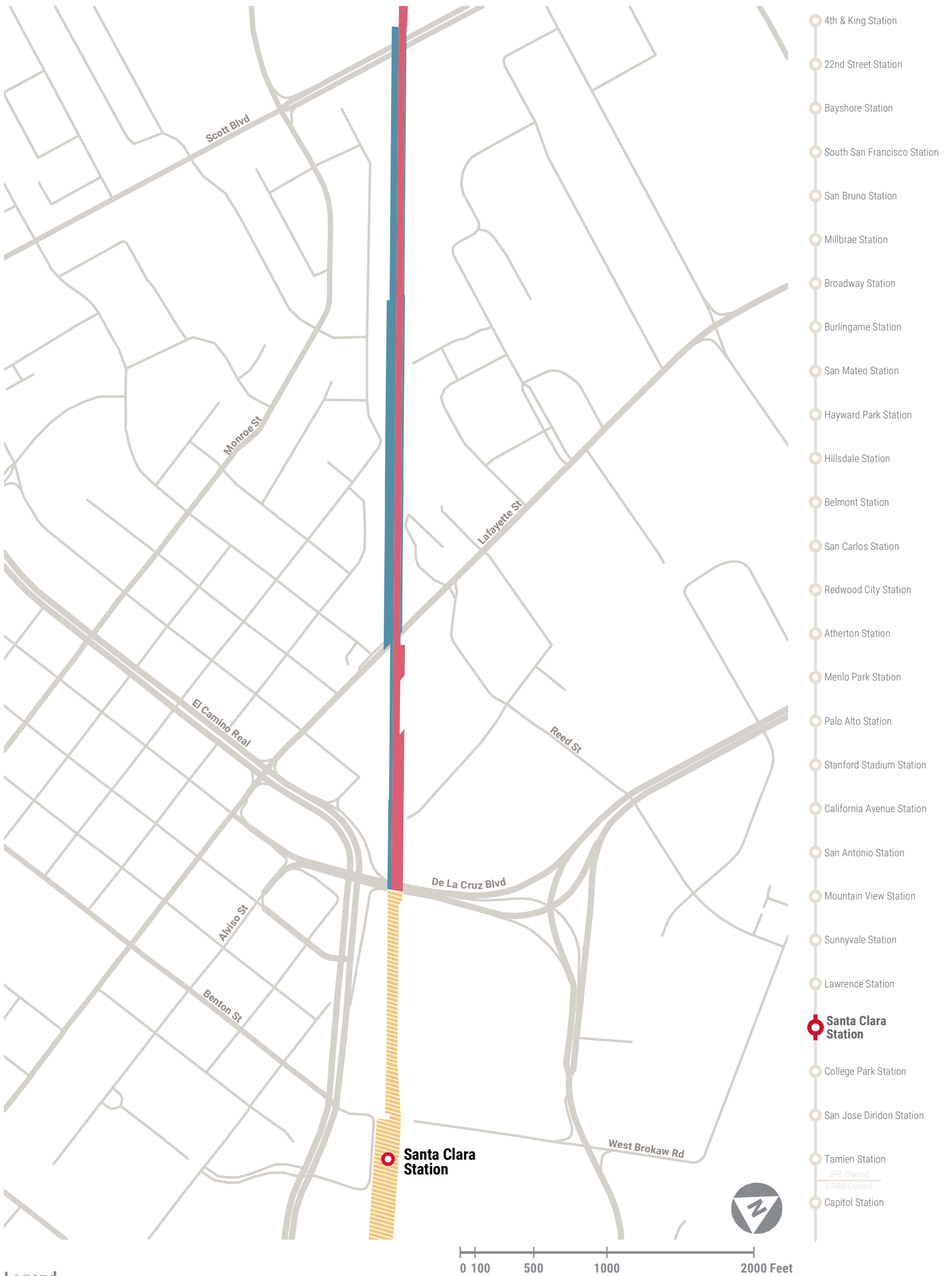
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 29 OF 34



Legend

Property Use Zones

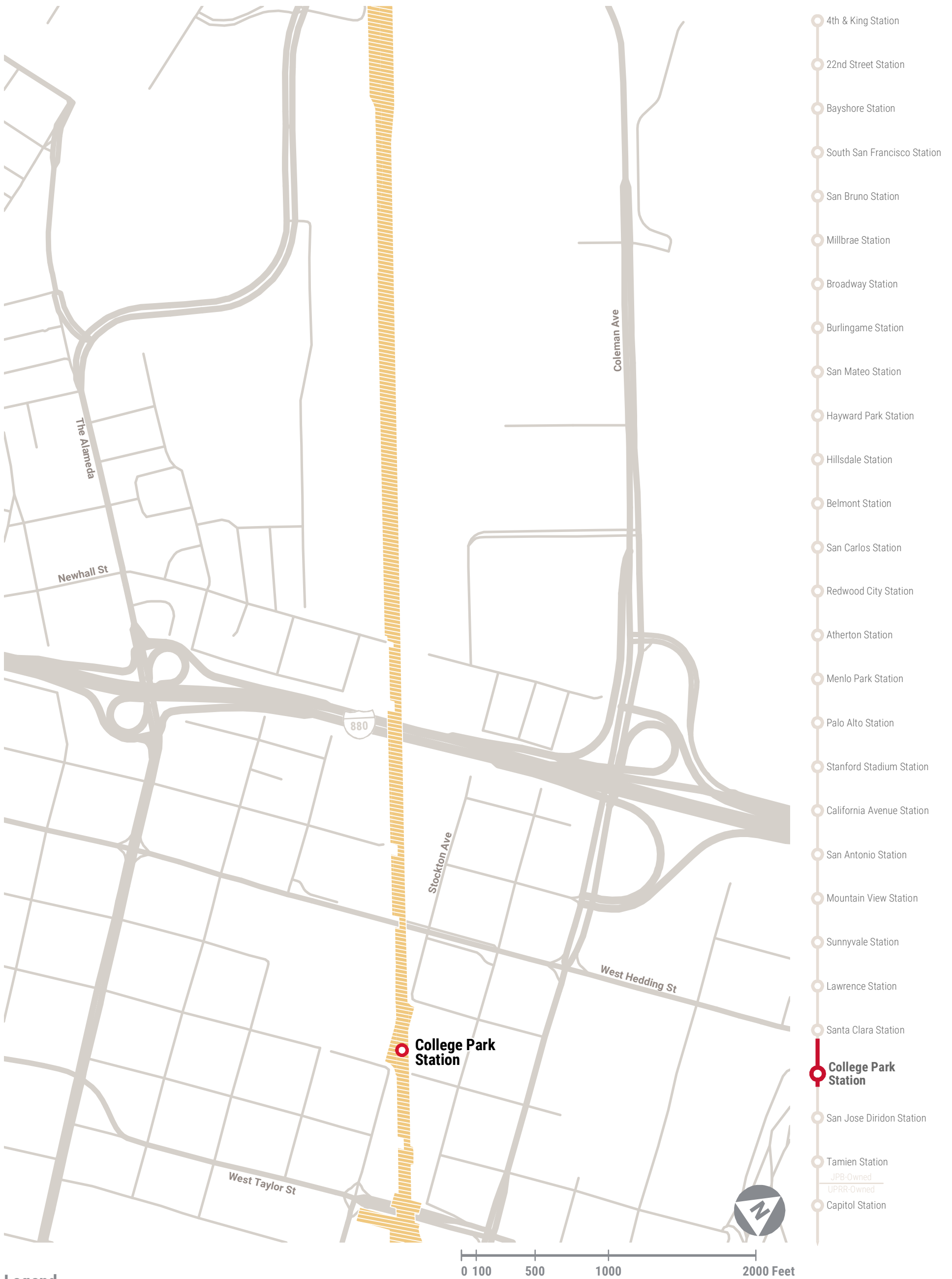
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 30 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 31 OF 34



- 4th & King Station
- 22nd Street Station
- Bayshore Station
- South San Francisco Station
- San Bruno Station
- Millbrae Station
- Broadway Station
- Burlingame Station
- San Mateo Station
- Hayward Park Station
- Hillsdale Station
- Belmont Station
- San Carlos Station
- Redwood City Station
- Atherton Station
- Menlo Park Station
- Palo Alto Station
- Stanford Stadium Station
- California Avenue Station
- San Antonio Station
- Mountain View Station
- Sunnyvale Station
- Lawrence Station
- Santa Clara Station
- College Park Station
- **San Jose Diridon Station**
- Tamien Station
- Capitol Station

Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- ▨ Service Vision Capital Project Overlay

0 100 500 1000 2000 Feet

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 32 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 33 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 34 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Work Program- Legislative-Planning Committee

THROUGH: Jim Hartnett
Executive Director

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **2020 LEGISLATIVE PROGRAM**

ACTION

The Staff Coordinating Council recommends that the Committee propose that the Board adopt the 2020 Legislative Program.

SIGNIFICANCE

The 2020 Program establishes the principles that will guide Caltrain's legislative and regulatory advocacy efforts through the 2020 calendar year, including the second half of the 2019-20 State legislative session and second session of the 116th Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow Caltrain to respond swiftly and effectively to unanticipated developments. Adoption of the Program provides our legislative delegation and our transportation partners with a clear statement of Caltrain's priorities.

The 2020 Program is organized to guide Caltrain's actions and positions in support of three primary objectives:

1. Maintain and enhance funding opportunities to support Caltrain's programs, projects, and services.
2. Seek a regulatory environment that streamlines project delivery and maximizes Caltrain's ability to meet public transportation service demands.
3. Reinforce and expand programs that build and incentivize public transportation ridership.

The Program is structured to apply these core objectives to a series of issues detailed in the 2020 Legislative Program.

Should other issues surface that require Caltrain's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to Caltrain's Board of Directors for consideration.

Caltrain and its legislative consultants will employ a variety of engagement tools to support the 2020 Legislative Program, including:

1. Direct Engagement

Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances Caltrain's legislative priorities and positions.

2. Coalition-based Engagement

Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2020 Program.

3. Media Engagement

Build public awareness and communicate legislative priorities by issuing press releases, organizing media events, and through the use of social media and other electronic media.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff actively monitors legislative and regulatory activity and will seek Board positions on selected bills as appropriate to further Caltrain's legislative objectives and to provide support for our advocacy efforts. Staff will supply updated reports summarizing relevant legislative and regulatory activities, allowing the Board to track legislative developments and providing opportunities to take appropriate action on pending legislation.

Prepared By: Casey Fromson,
Government and Community Affairs Director

650.508.6493

Peninsula Corridor Joint Powers Board

2020 Legislative Program

Purpose

Legislative and regulatory actions have the potential to significantly benefit Peninsula Corridor Joint Powers Board (JPB) programs and services. They also have potential to present serious challenges that threaten the JPB's ability to meet Caltrain's most critical transportation demands.

The 2020 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2020 calendar year, including the second half of the 2019-2020 State legislative session and the second session of the 116th Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Agency to respond swiftly and effectively to unanticipated developments.

Objectives

The 2020 Legislative Program is organized to guide the Agency's actions and positions in support of three primary objectives:

- Maintain and enhance funding opportunities to support the Agency's programs and services;
- Seek a regulatory environment that streamlines project delivery and maximizes the Agency's ability to meet transportation service demands; and
- Reinforce and expand programs that build and incentivize public transportation ridership and improve quality transportation choices.

Issues

The Legislative Program is structured to apply these core objectives to a series of State and Federal issues falling in these categories:

- Budget and Transportation Funding Opportunities
- Transportation Projects - Funding Requests and Needs
- Regulatory and Administrative Issues

Within these categories are a detailed list of specific legislative initiatives and corresponding set of policy strategies.

Should other issues surface that require the JPB's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the Board of Directors for consideration.

Advocacy Process

Staff will indicate on each monthly legislative update recommended positions for pending bills. Once the board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). In rare circumstances, should a position on a bill be needed in advance of a board meeting, staff will confer with the Board Chair. If legislation falls outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the agency taking a position.

Public Engagement Strategies

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2020 Legislative Program, including:

- Direct Engagement
Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the Agency's legislative priorities and positions.
- Coalition-based Engagement
Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2020 Legislative Program.
- Media Engagement
Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and through the use of social media.

The adopted legislative program will guide the agency's legislative advocacy efforts until approval of the next program.

State and Regional

Funding Opportunities and Challenges

<i>Issue / Background</i>	<i>Strategy</i>
<p>General Funding In 2017, the State enacted SB 1, which provides \$5.2 billion to maintain local streets and roads and highways, ease traffic congestion, and provide mobility options through investments in public transportation and bicycle and pedestrian programs.</p> <p>In 2014, the Legislature called for, via SB 1077, a pilot program to study a road charge model as an alternative to the gas tax. The nine-month pilot began in July 2016, with over 5,000 participating vehicles statewide. The California State Transportation Agency (CalSTA) reported its findings from the Legislature to the CTC and the Legislature in 2018.</p>	<ul style="list-style-type: none"> ● Protect against the elimination or diversion of any State or regional funds that support the agency’s transportation needs. ● Support State funding allocation requests for investments that benefit the agency’s transportation programs and services. ● Work with statewide transit coalitions to identify and advance opportunities for funding that would support the agency’s transportation priorities. ● Support efforts to provide funding for the deployment of zero emission transit vehicles and infrastructure. ● Monitor recommendations of the Road Usage Charge (RUC) Technical advisory Committee and implementation of a RUC program by the California State Transportation Agency (CalSTA). ● Monitor efforts to implement a mileage-based user fee as a potential revenue source.
<p>Formula Funding After years of diversion to support the State’s General Fund, funding for the State Transit Assistance (STA) program has remained stable over the last few budget cycles thanks to successful legal, legislative and political efforts on behalf of the transportation community. Still, more revenue is needed in order to meet the demand of increased ridership, reduce highway congestion and adhere to the State’s mandate of reducing greenhouse gas emissions, and creating livable communities.</p>	<ul style="list-style-type: none"> ● Support the full funding of the STA program at levels called for in the 2011 reenactment of the 2010 gas-tax swap legislation. ● Advocate for the regularly scheduled issuance of State infrastructure bonds that support the Agency’s services and programs. ● Support full and timely allocation of the Agency’s STIP share. ● Support CTA efforts to engage the Legislature on TDA reform and the review of performance measures for transit.

<p>In 2019, the California Transit Association convened a working group, at the request of the Senate and Assembly Transportation Committees to review and provide potential changes to the Transportation Development Act (TDA). The Agency is part of the working group.</p>	
<p>Cap-and-Trade Revenues In 2012, the State began implementing the cap-and-trade market-based compliance system approved as a part of the California Global Warming Solutions Act of 2006 (AB 32). Since the program began selling allowances, the program has generated billions of dollars. In 2014, legislation was enacted creating a long-term funding plan for cap-and-trade which dedicates 60 percent of cap-and-trade revenues to transportation. The remaining 40 percent is subject to annual appropriation through the state budget process. In 2017, the legislature extended the program from 2020 to 2030.</p> <p>Caltrain is eligible for funding through the Low Carbon Transit Operations Program, the Transit and Intercity Rail Capital Program, and the Affordable Housing Sustainable Communities Program. Each program’s requirements, oversight, and competitiveness vary.</p> <p>The programs require a certain percentage of funds be expended in state defined “disadvantaged communities” (as defined by CalEnviroScreen). This can prove difficult in jurisdictions with a small number of</p>	<ul style="list-style-type: none"> ● Work with the Administration and like-minded coalitions to secure the appropriation of additional cap-and-trade revenues to support the Agency’s transportation needs. ● Support legislation and regional action that makes a broad array of the Agency’s emissions-reducing transportation projects, programs and services eligible for investment. ● Protect existing cap-and-trade appropriations for transit operations, capital projects and sustainable communities strategy implementation. ● Work to direct additional revenues to transit-eligible programs, including efforts to secure funding from the remaining discretionary funds and revenues dedicated to the high-speed-rail project. ● Support efforts to revise the State’s definition on “disadvantaged communities” to encompass a larger proportion of disadvantaged communities on the Peninsula.

disadvantaged communities.	
<p>Voter Threshold Legislation has been considered in recent years that provide a framework for lowering the thresholds for the State or a city, county, special JPB or regional public agency to impose a special tax.</p>	<ul style="list-style-type: none"> • Support efforts to amend the State Constitution to reduce the voter threshold required for the State or a city, county, special district or regional transportation agency to impose a special tax for transportation projects or programs.
<p>Other State or Local Funding Options Local and regional governments continue to seek methods for funding new infrastructure, facility needs, sustainability initiatives, and projects that will support ridership growth through a variety of methods such as managed lanes and local ballot measures.</p> <p>In 2017, SB797 gave Caltrain the authority to place a three county, 1/8 sales tax measure on the ballot. There is no sunset date for the measure to be enacted.</p> <p>A potential regional transportation measure (called FASTER) is being led by the Bay Area Council, Silicon Valley Leadership Group and SPUR. They are working towards a November 2020 ballot and many details about the expenditure plan are still being discussed.</p>	<ul style="list-style-type: none"> • Advocate for legislation that would create new local funding tools to support transportation infrastructure and services. • Support innovative local and regional funding options that will provide financial support for the agency. • Support legislation that works to ensure revenues generated through express lane projects remain in the County of origin. • Advocate for funding sources that would assist transit agencies in obtaining funds for sustainability initiatives including water conservation, waste reduction, long-term resource efficiency of facilities and equipment, and greenhouse gas reductions. • Support funding for workforce development, retention and housing to attract and retain quality personnel. • Support efforts to implement SB797. • Support efforts that allow for public private partnerships that benefit the implementation of capital projects, efficient operation of transit services, or enhanced access to a broad range of mobility options that reduce traffic congestion. • Work to ensure the agency is at the table and appropriately funded as part of any “FASTER” regional funding measure.
<p>Transportation & Housing Connection Given the housing shortage crisis, there have been efforts at the State and regional level to link housing and zoning with transportation funding</p>	<ul style="list-style-type: none"> • Evaluate state or regional efforts that directly link transportation funding to housing • Advocate for solutions that appropriately match decision making authority with funding (i.e – An agency shouldn’t be financially penalized for decisions that are outside the authority of the agency)

Transportation Projects	
<p>General As the Bay Area’s population continues to grow, the region’s transportation infrastructure is being negatively impacted. Highways, local streets and roads are becoming heavily congested, Caltrain is nearing its capacity limits, and the demand for housing with easy access to public transit is increasing.</p>	<ul style="list-style-type: none"> • Work with partners in the region to bring business, community, and transportation stakeholders together to enhance, support and advocate for transportation and mobility in the Bay Area.
<p>Caltrain Modernization (CalMod) Program In 2012, the State Legislature appropriated \$705m in Prop 1A high-speed rail funds to modernize the Caltrain corridor and lay the foundation for future high-speed rail service. Under a multi-party regional funding agreement, this investment was matched with a variety of local, regional, state and federal funding sources to electrify the corridor, install an advanced signaling system and replace Caltrain’s aging diesel trains with electric trains that will dramatically improve service between San Francisco and San Jose. The CalMod program is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.</p> <p>Caltrain 2040 Business Plan In October 2019, the Caltrain Board adopted a long-term 2040 Service Vision, defining an ambitious plan for growing service over the next 20-plus years. The service vision outlines the capital and operating needs to achieve the this vision and includes projects such as longer EMU fleet, longer platforms, level</p>	<ul style="list-style-type: none"> • Advocate for the sale and allocation of Proposition 1A bonds to meet the commitments specified in SB 1029 with respect to the Caltrain corridor and work to include funding for Caltrain in any future Proposition 1A appropriations. • Support the allocation of cap-and-trade funding to advance implementation of the CalMod Program. • Work with state, local and regional partners to advance policies and actions that will help secure funding needed to fulfill local, regional and state commitments to the CalMod Program. • Work to address regulatory challenges that limit the implementation of solutions that will maximize Caltrain capacity and service benefits. • Advocate for funding and policies to support grade separation projects. • Support the allocation of cap-and-trade or other state / regional funding to advance implementation of Caltrain projects. • Work to address regulatory actions or policies that negatively impact Caltrain future capacity or service improvements. • Support the implementation of the Caltrain Business Plan associated projects and policies. Continue to educate the Caltrain legislative delegation and key members of the Administration on the Plan. • Ensure relevant state and regional agencies incorporate relevant elements of the Caltrain business plan in their long-term plans. • Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor.

<p>boarding, passing tracks, grade separations and station upgrades. It also identified needs to prepare the railroad to expand and integrate into a regional rail network. The plan is expected to be complete in 2020.</p> <p>High-Speed Rail Blended System In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work kicked-off in the corridor. HSR anticipates releasing a Draft EIR in 2020. While this project is not being led by the JPB, the agency owns the right-of-way and has a significant interest in the process and success of the project that will “blended” with Caltrain service. HSR may ask for another Prop 1A allocation in 2020. HSR will also release a 2020 Business Plan.</p>	<ul style="list-style-type: none"> • Ensure Caltrain is positioned to receive funding if there is an appropriation of Cap and Trade funds and/or bond funds in support of the state’s rail modernization efforts.
<p>Transit Oriented Development / First and Last Mile First and last mile projects, as well as transit oriented development projects are an important part of the broad transit ecosystem that will help support robust ridership in the corridor.</p>	<ul style="list-style-type: none"> • Support efforts to provide commuters with easy and convenient options to travel to and from major transit centers to their final destination. • Support the development of new and innovative first and last mile options. • Support increased funding opportunities for first and last mile projects. • Advocate for policies that promote transit-oriented developments in ways that with compliment transit services. • Support the State’s GHG reduction goals by supporting transit oriented developments. • Support state funding incentives and streamlining processes for transit oriented development.
<p>Transportation Demand Management (TDM) TDM is the application of strategies and policies to reduce travel demand of single-occupancy vehicles or to redistribute this demand in space or time.</p>	<ul style="list-style-type: none"> • Support efforts that provide more TDM tools and funding opportunities. • Support policies that encourage use of TDM.

Regulatory and Administrative Issues	
<p>General Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.</p>	<ul style="list-style-type: none"> • Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the agency. • Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts.
<p>California Environmental Quality Act (CEQA) Several regional and statewide transportation organizations continue working to modernize CEQA and minimize unnecessary delays during the environmental review process.</p>	<ul style="list-style-type: none"> • Closely monitor efforts to modernize CEQA. Without compromising CEQA’s effectiveness as an environmental protection policy, support proposals that advantage transportation projects, such as transit expansion, pedestrian / bicycle improvements, and transit oriented development.
<p>Sustainable Communities Strategies Implementation In conjunction with AB 32 and SB 32 implementation, the Sustainable Communities and Climate Protection Act (SB 375) requires regions to develop Sustainable Communities Strategies (SCS) with integrated housing, land-use and transportation policies that will accommodate population growth and reduce regional greenhouse gas emissions by specific amounts. In 2017, regional authorities in the Bay Area approved the update to Plan Bay Area (PBA 2040). Currently, MTC and ABAG are in the process of updating the Plan. The final Plan Bay Area 2050 is expected to be adopted in 2021.</p>	<ul style="list-style-type: none"> • Advocate for policies that provide adequate and equitable funding to support increased demand and dependence the Agency’s transportation services associated with the implementation of SB 375 and Plan Bay Area. • Ensure any planning, development, or policy proposals are consistent with the Agency’s policies and planning, especially the Caltrain Business Plan.
<p>State Rail Plan Caltrans released the 2018 California State Rail Plan which will provide a framework for planning and implementing</p>	<ul style="list-style-type: none"> • Closely monitor the State Rail Plan for potential opportunities to leverage resources for the Caltrain corridor. • Ensure the State Rail Plan appropriately characterizes the Caltrain system and future

California's rail network for the next 20 years and beyond.	plans. <ul style="list-style-type: none">• Ensure any planning, development, or policy proposals for a second bay crossing are consistent with Caltrain policies and planning.
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Federal

Funding Opportunities and Challenges

<i>Issue / Background</i>	<i>Strategy</i>
<p>Federal Appropriations Every year, Congress adopts several appropriations bills that cover 12 major issue areas, including the Transportation, Housing and Urban Development bill. These measures provide the authority for federal agencies to spend money during the upcoming fiscal year for the programs they administer.</p> <p>In September 2019, Congress passed a continuing resolution (CR) to keep federal agencies funded at the same level as the previous fiscal year, through November 21, 2019. Congress is expected to pass a CR or omnibus appropriations bill to fund the government for the fiscal year 2020.</p> <p>The President and the Department of Transportation (DOT) have proposed phasing out the Capital Investment Grant program (New Starts/Small Starts/Core Capacity) in the annual budget request. However, Congress continues to provide funding for the program and has include language in the annual Transportation/HUD Appropriations bills requiring the Federal Transit Administration (FTA) to allocate funding for projects and to continue to sign full funding grant agreements.</p>	<ul style="list-style-type: none"> • Partner with local, regional, State and national coalitions to advocate appropriation of the maximum authorized amount for programs that benefit the agency’s transportation services and needs. • Work with local and regional coalitions to support requests for funding from discretionary programs, including the Capital Investment Grant program. • Communicate frequently with the agency’s federal delegation and key appropriators on the needs or concerns of pending appropriation bills.
<p>Tax and Finance Congress considers legislation that governs tax and finance issues that impact</p>	<ul style="list-style-type: none"> • Support efforts to ensure tax provisions that benefit the agency’s priorities are included in any tax or finance proposal. • Protect against the elimination or diversion of any tax policies that support the

transit agencies.	agency's transportation needs.
Transportation Projects	
<p>General Support the efforts of partnering agencies to obtain federal funding for Agency related transit projects.</p>	<ul style="list-style-type: none"> • Work with federal delegation members, as well as local, regional, and state coalitions to support the federal funding requests for our partner transit agencies on projects that provide complimentary services for the agency.
<p>Caltrain Modernization (CalMod) Program The current Caltrain Electrification Project funding plan includes funding from several federal funding sources including the FTA Core Capacity Program.</p> <p>Positive Train Control (PTC) is a federal mandate. The current Caltrain Positive Train Control (PTC) project includes funding from the Federal Railroad Administration (FRA).</p> <p>The CalMod program is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.</p> <p>Caltrain 2040 Business Plan In October 2019, the Caltrain Board adopted a long-term 2040 Service Vision, defining an ambitious plan for growing service over the next 20-plus years. The service vision outlines the capital and operating needs to achieve the this vision and includes projects such as longer EMU fleet, longer platforms, level boarding, passing tracks, grade separations and station upgrades. It also identified needs to prepare the railroad to expand and integrate into a regional rail network.</p>	<ul style="list-style-type: none"> • Advocate for the Caltrain Electrification Project FTA Core Capacity funding to be included in the President's budget request and in the annual THUD Appropriations bills. • Work with federal delegation members, as well as local, regional, and state coalitions to support the Caltrain requests for funding. • Advocate for additional PTC funding for capital and operating expenses. • Support efforts to streamline regulatory administrative hurdles to supporting full PTC operations. • Advocate for funding and policies to support grade separation projects. • Support the allocation of federal funding to advance implementation of Caltrain-related projects. • Work to address regulatory actions or policies that negatively impact future capacity or service improvements. • Support the implementation of the Caltrain Business Plan associated projects and policies. Continue to educate the Caltrain legislative delegation and key members of the Administration on the Plan. • Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor.

<p>High-Speed Rail Blended System In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work kicked-off in the corridor. HSR anticipates releasing a Draft EIR in 2020. While this project is not being led by the JPB, the agency owns the right-of-way and has a significant interest in the process and success of the project that will “blended” with Caltrain service. HSR may ask for another Prop 1A allocation in 2020. HSR will also release a 2020 Business Plan.</p>	
<p>Regulatory and Administrative Issues</p>	
<p>General Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.</p>	<ul style="list-style-type: none"> • Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the agency. • Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts.
<p>FAST Act Reauthorization and other Regulations The FAST Act expires in September 2020. Congressional authorization committees have been holding hearings throughout 2019. The Senate Environment and Public Works Committee passed its bill, America’s Transportation Infrastructure Act of 2019 (S. 2302), on July 30, 2019. The bill authorizes \$287 billion over five years, including \$259 billion for highway formula programs. The total represents an increase of over 27 percent from FAST Act funding. The</p>	<ul style="list-style-type: none"> • Collaborate with local, regional, state and national transportation advocacy groups to coordinate comments and advocacy efforts that support regulations that maximize benefits for transportation programs, services and users. • Collaborate with local, regional, state and national transportation advocacy groups to coordinate proposals and advocacy efforts for FAST Act reauthorization. • Monitor and review guidance and rulemaking proposals affecting FAST Act implementation and other transportation issues.

<p>legislation maintains the existing rail-highway grade crossing set-aside at the current \$245 million per year but increases the federal cost share for the grants from 90 percent to 100 percent. The bill also allows states to use these funds for projects to reduce pedestrian injuries and fatalities from trespassing on railroad right-of-way.</p> <p>Funding has still not been identified to pay for the bill. The other authorization committees in the Senate and House still need to draft and pass their bills. During Congress' consideration of the reauthorization bill, there will be an opportunity to change, increase funding, and implement new policy for highway, transit, and rail programs.</p> <p>USDOT will also issue guidance, new rulemaking, and take action in response to Executive Orders on a variety of issues outside the scope of the FAST Act.</p>	
<p>Infrastructure Proposals Congress could consider an infrastructure package in 2020 that would include increased funding for highways, transit, aviation, and water programs. Funding for these programs has yet to be identified.</p>	<ul style="list-style-type: none"> • Monitor closely and take action as needed on new Administration or Congressional policies that may have a significant impact on transit / transportation projects and programs. • Advocate for funding for the Agency's projects and needs in a broad infrastructure proposal.