



AGENDA*

Amended 12/18/19, approx. 2:30 pm

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 95110**

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 **(materials added)** MOTION
6. Draft Caltrain Rail Corridor Use Policy **(amended)** INFORMATIONAL
7. Draft Transit Oriented Development Policy **(materials added)** 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 **3:00 pm**
~~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. **The JPB WPLP Committee meets regularly the fourth Wednesday of the month at 3:00 p.m.** 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: Joint Powers Board WPLP Committee

THROUGH: Jim Hartnett
Executive Director

FROM: Carter Mau
Deputy General Manager/CEO

SUBJECT: **ADOPTION OF THE 2019 TITLE VI PROGRAM**

ACTION

Staff Coordinating Council recommends the Board approve the 2019 Title VI Program, provided to the Board via online link, which demonstrates the Peninsula Corridor Joint Powers Board's (JPB) compliance with Title VI of the Civil Rights Act of 1964, and the Federal Transit Administration's (FTA) implementing guidance.

SIGNIFICANCE

Under Federal guidelines issued in October 2012, the FTA requires the governing body of each Federal funding recipient to adopt a Title VI Program every three years. This will be the JPB's third program under these guidelines and is due to the FTA by February 7, 2020.

The JPB's Title VI Program includes the following documentation of JPB policies, procedures and activities:

- Contents and placement of public notices regarding the public's rights under Title VI of the Civil Rights Act of 1964
- Title VI complaint form and procedures
- List of transit-related Title VI investigations, complaints, and lawsuits pending within the last three years
- Public Participation Plan and summary of public engagement processes undertaken in past three years
- Limited English Proficiency Plan/Language Assistance Plan
- Demographic information on membership of non-elected committees, such as the Citizens Advisory Committee, and discussion of encouragement of minority involvement
- Results of equity analyses for any facilities constructed over the last three years
- Service area description and demographic profile, including ridership survey results
- Service Standards and Policies (adopted by the JPB in 2013), as well as results of service monitoring under these standards and policies
- Results of equity analyses for fare and service changes made in past three years, based upon the JPB's Major Service Change, Disparate Impact and Disproportionate Burden policies, also adopted in 2013

- Record of Board consideration and adoption of the Title VI Program

Staff recommends the Board adopt the 2019 Title VI Program so that it may be submitted to the FTA for review and acceptance by the FTA before the JPB's 2016 Title VI Program expires. The FTA's guidelines require that agencies submit the Title VI program 60 days before the existing Program's expiration date. However, an extension was granted by the FTA Region IX Office to submit the Title VI Program by February 7, 2020.

BUDGET IMPACT

There is no impact on the Fiscal Year 2020 budget.

BACKGROUND

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. Executive Order 12898, issued in 1994, mandates that Federal agencies take steps to address disproportionately high and adverse human health or environmental effects of their programs and activities on minority and low-income populations. Executive Order 13166, issued in 2000, requires recipients of Federal financial assistance to provide meaningful access to persons with limited proficiency in English.

Prepared by: Wendy Lau, Title VI Administrator
Shayna van Hoften, Legal Counsel

650.622.7864
415.995.5880

RESOLUTION NO. 2020 –

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

* * *

ADOPTING THE PENINSULA CORRIDOR JOINT POWERS BOARD'S 2019 TITLE VI PROGRAM

WHEREAS, Title VI of the Civil Rights Act of 1964, 42 USC 2000d *et seq.*, (Title VI) prohibits recipients of Federal financial assistance from subjecting any person to discrimination based on, race, color or national origin under any programs and activities receiving federal financial assistance; and

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) receives a variety of grants and other forms of federal financial assistance from the Federal Transit Administration (FTA); and

WHEREAS, the FTA issued Circular FTA C 4702.1B, effective October 1, 2012 (Circular), setting forth requirements and guidelines for Title VI compliance; and

WHEREAS, the Circular details required elements of a Title VI Program, which each recipient of FTA financial assistance must submit to the FTA every three years to evidence compliance with Title VI; and

WHEREAS, the JPB received an extension from the FTA Region IX Title VI Officer to submit the JPB's 2019 Title VI Program by February 7, 2020; and

WHEREAS, the JPB's Title VI Program must include numerous elements, including but not limited to:

1. Information on numerous agency policies, procedures and activities undertaken over the last three years;
2. A public participation plan;
3. Information on public outreach undertaken by the JPB over the past three years;
4. A plan for engaging persons with limited English proficiency;

5. Major Service Change, Disparate Impact, and Disproportionate Burden policies, and System-wide service standards and policies, which this Board adopted pursuant to Resolution No. 2013-21;
6. Results of service monitoring analysis; and
7. Results of fare and service change equity analyses conducted over the past three years; and

WHEREAS, staff has developed a proposed Title VI Program (provided to the Board via online link), including the above-referenced items and evidencing the JPB's compliance with Title VI, for Board consideration and approval; and

WHEREAS, Staff Coordinating Council recommends, and the Executive Director concurs, that the Board approve the Title VI Program for submittal to the FTA.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the Peninsula Corridor Joint Powers Board hereby adopts the JPB's 2019 Title VI Program; and

BE IT FURTHER RESOLVED the Board of Directors authorizes the Executive Director, or his designee, to:

1. Include evidence of the Board's consideration and approval of the final JPB Title VI Program;
2. Submit the final JPB Title VI Program to the FTA; and
3. Take any other steps necessary to give effect to this Resolution, including responding to any follow-up inquiries from the FTA.

Regularly passed and adopted this 9th day of January, 2020 by the following vote:

AYES:

NOES:

ABSENT:

Chair, Peninsula Corridor Joint Powers Board

ATTEST:

JPB Secretary



Caltrain Title VI Program Update

January 9, 2019

Overview

- Title VI States:
 - “No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”
- Federal Transit Administration (FTA) Requirements
 - Monitors transit providers for Title VI Compliance as recipients of federal funds
- Caltrain Title VI Program Update is due every three years to FTA; next submission is February 7, 2020.

Review Process

1. Each section reviewed by appropriate staff to address updates, changes, or unimplemented goals.
2. Review of other Title VI Programs from Valley Transportation Authority, BART, and SFMTA for key missing components.
3. Feedback and information edited by Title VI Administrator.
4. Reviewed by appropriate staff one more time.



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2019 Updates

- Title VI Notices: Will move to translate Notices and Complaints in all Safe Harbor Languages. Notices are at all stations.
- Procedure to request interpreters and translations for public hearings/ public meeting through Title VI Administrator
- Included more online strategies for public participation
- Used updated ACS data to define minority and low income stations



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Transit Provider Reporting Requirements

- Service Standards and Policies (headways, amenities, train assignment, route designation, etc.)
- Demographic and Ridership Service Profile
- Public Participation Plan
- Language Access Plan
- Investigation and Complaint Procedure
- Major Service Change Policies
- Fare and Equity Analyses between 2017-2019
- Service Performance Monitoring



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Title VI Complaints

- 9 Complaints: Complainants filed a Title VI Complaint Form.
 - Non-discriminatory reasons
 - Proof of Payment Procedures
 - Video does not show incident
 - Not supported by evidence
 - Complainant no longer wishes to pursue complaint
 - Unable to reach Complainant



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Table 9: Top 9 Predominant Languages within Caltrain Service Area

Safe Harbor Languages	ACS 2017 5 year	English Language Learner	On Board Survey 2016
Spanish	1	1	1
Chinese (incl. Mandarin, Cantonese)	2	3	2
Vietnamese	3	2	5
Tagalog (incl. Filipino)	4	4	3
Korean	5	9	5
Russian	6	8	4
Hindi	7	10	N/A
Japanese	8	6	5
Persian (incl. Farsi, Dari)	9	16	5
Punjabi	11	13	N/A
Khmer	12	22	N/A
Arabic	13	7	5
Portuguese	14	12	5
Telugu	15	11	N/A
Tamil	16	15	N/A
Gujarati	17	25	N/A
Italian	18	35	5
French (incl. Cajun)	19	17	4
Urdu	20	18	N/A

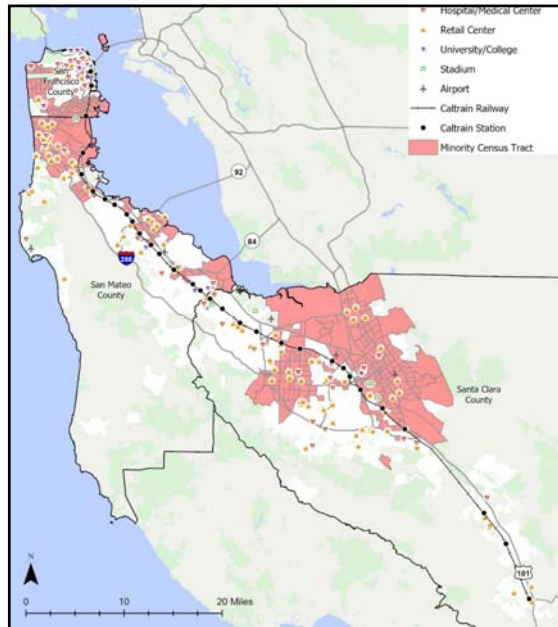


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Document	Languages	Examples	Vital Document?
Title VI Notices	All Safe Harbor Languages	Fixed Route Bus Ad Card	Yes
Safety and Security Information	All Safe Harbor Languages/ Icons and Symbols to reach as many LEP riders as possible, regardless of language spoken and literary levels.	Emergency Re Route	Depends on subject matter
Notice of Free Language Assistance	All Safe Harbor Languages		Yes
Legal Notices	All Safe Harbor Languages		Yes
Title VI Complaint Form and Procedures	All Safe Harbor Languages		Yes
Instructional or informational ridership brochures	Primary Tier 2 and Tier 3 when requested	Take ones, Traveling Tips, Rider Guides	Yes
Applications to Participate in Programs, Benefits, and Services	Primary Tier 2 and Tier 3 when requested	Paratransit Services, RTC Applications	Yes
Fare and Major Service Changes Notices	Primary Tier 2 and Tier 3 when requested		Yes
Fare and Major Service Change Documentation/Analysis	Primary and Tier 2/Tier3 as requested		No
Project Fact Sheets	Primary and Tier 2/Tier3 as determined by location and/or as requested	Translated Fact Sheets/Summaries may be created in lieu of large document translations depending on the subject matter and cost.	Depends on Subject Matter
Public Hearings	Primary (Meeting Notices) and Tier 2/ Tier 3 as requested	Formal Notices, protocols to submit comments, presentation materials	Yes
Public Outreach	Primary (Meeting Notices) Tier 2/Tier 3 languages as determined by location and as funding permits	Formal Notices, Documents that require public input, fact sheets, informational brochures with key information	Depends on Subject Matter
General Promotional Materials/ Promotional Events	Primary and Tier2/Tier3 languages as determined by location and as funding permits	Fliers, brochures	No
Construction and Other Courtesy Notices	Primary and Tier2/Tier3 languages determined by location and as funding permits.	Service Disruptions, Retrofits, Reroutes due to Events	No
Surveys	Primary as determined by location and as funding permits. Oral interpretation by request.		No



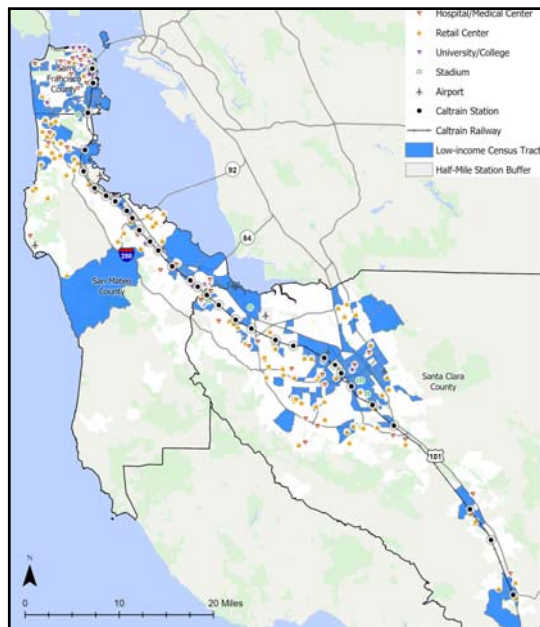
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Caltrain

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- **Minority Station:** Stations located in Census tracts where the minority population exceeds the system wide majority of 51%.
- 21/32 Stations designated as minority



Caltrain

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- **Low Income* Station:** Stations in Census tracts where the low income population exceeds system wide threshold of 13.1%
- Definition used by BART and VTA given region's high cost of living.
- 23/32 stations are low-income stations

* 200% of the federal poverty guideline (1 person under \$24,999 is considered below the poverty line).

Service Policies

Standard Type	Service Standard																		
Vehicle Load	Peak- 1.2 (not to exceed 1 passenger per 5 seats) Off Peak Load Factor 1.0 (not to exceed 1 passenger per seat)																		
On Time Performance	95% Goal = reaches final destination w/in 5 min 59 secs (NB and SB). When delays occur, it affects all stations regardless of minority or low-income station status.																		
Headways	<table border="1"> <thead> <tr> <th>Station Type</th> <th>Peak</th> <th>Reverse-Peak</th> </tr> </thead> <tbody> <tr> <td>Major</td> <td>20</td> <td>20</td> </tr> <tr> <td>Intermediate</td> <td>30</td> <td>30</td> </tr> <tr> <td>Minor</td> <td>60</td> <td>60</td> </tr> <tr> <td>Gilroy</td> <td colspan="2">3 trips per peak period</td> </tr> <tr> <td>Special</td> <td colspan="2">-----Service provided as needed-----</td> </tr> </tbody> </table> <p>Midday/Evenings and Weekends: 60 minutes</p>	Station Type	Peak	Reverse-Peak	Major	20	20	Intermediate	30	30	Minor	60	60	Gilroy	3 trips per peak period		Special	-----Service provided as needed-----	
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Major	20	20																	
Intermediate	30	30																	
Minor	60	60																	
Gilroy	3 trips per peak period																		
Special	-----Service provided as needed-----																		
Service Coverage	Service is largely static as service is provided to all stations during peak, reverse peak, evenings, and weekends regardless of minority or low-income station status.																		



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Service Policies

Policy Type	Policy Standard																		
Vehicle Assignment:	<p>118 passenger cars are rotated on a daily basis to serve scheduled trains. Several trains a day are specified to be equipped with Gallery to utilize the higher bike capacity.</p> <p>As a fixed Guide Way system, the entire Caltrain fleet services all stations with no distinction between fleet vehicles.</p>																		
Amenities	<p>Core: Elevators, Trash bins, shelters, bike lockers, bike racks, pay phones, smart card validation equipment and ticket vending machines</p> <table border="1"> <thead> <tr> <th>Station Type</th> <th>Level</th> <th>Amenities</th> </tr> </thead> <tbody> <tr> <td>Major</td> <td>Level 1</td> <td>Core amenities</td> </tr> <tr> <td>Intermediate</td> <td>Level 1</td> <td>Core amenities</td> </tr> <tr> <td>Minor</td> <td>Level 1</td> <td>Core amenities</td> </tr> <tr> <td>Gilroy</td> <td>Level 2</td> <td>Core amenities without bike racks, PA & VMS</td> </tr> <tr> <td>Special</td> <td>Level 3</td> <td>TVMs only, at stations with scheduled stops</td> </tr> </tbody> </table>	Station Type	Level	Amenities	Major	Level 1	Core amenities	Intermediate	Level 1	Core amenities	Minor	Level 1	Core amenities	Gilroy	Level 2	Core amenities without bike racks, PA & VMS	Special	Level 3	TVMs only, at stations with scheduled stops
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Questions?



**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: **ADOPTION OF THE CALTRAIN RAIL CORRIDOR USE POLICY**

ACTION

The Staff Coordinating Council (SCC) recommends that the Board adopt the Caltrain Rail Corridor Use Policy.

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. Following the presentation, staff will propose that the Board adopt the RCUP at the January 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. This full draft Policy will be proposed for Board adoption on January 9, 2020.

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. [Staff sought a motion from the WPLP to recommend Board adoption of the RCUP at the January 2020 JPB meeting.](#)

[Before proposing adoption,](#) an extensive update is planned for the full Board on January 9, 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. [Following the update, staff will propose that the Board adopt the RCUP.](#)

Projects Related to Use of JPB Property

For additional context and background, the text below summarizes the four interrelated efforts that Caltrain staff is 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 the RCUP is adopted by the Board, staff will complete additional administrative tasks to prepare the public-facing materials that will be used to implement the RCUP, including application forms and website updates.

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



3

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

4

RCUP Users and Applications

Primary Users

- Caltrain staff
- Joint Powers Board

Example Applications

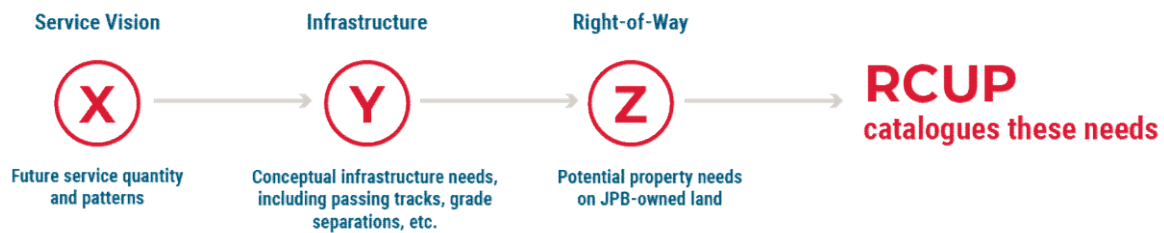
Checking the compatibility of proposed third party uses such as:

- 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



6

Connection to Caltrain's Long-Term Service Vision



7

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.



8

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?

8

Draft RCUP Maps



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RCUP Mapping Process

Property
Use Zones



Service Vision
Capital Project
Overlay



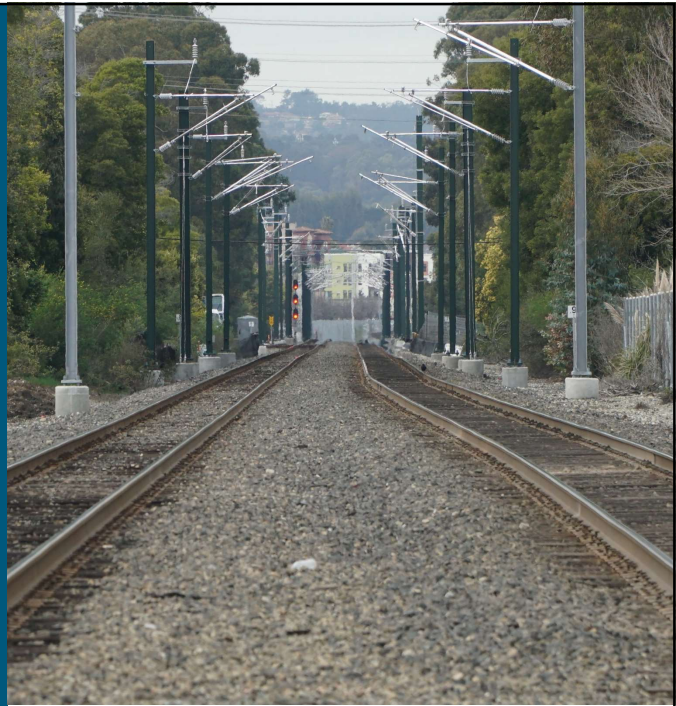
- Draft maps have been developed for all the JPB's property and operating easements.
- Two key components to the RCUP maps:
 - **Property Use Zones** serve as the **base land use districts** for JPB property in the RCUP.
 - **Service Vision Capital Project Overlay** is an overlay to the Property Use 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.



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.



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).

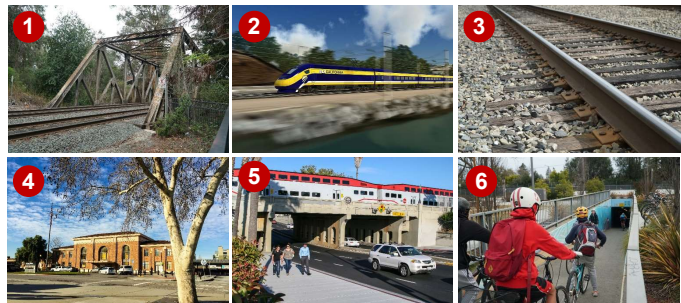


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Methodology for Service Vision Capital Project Overlay

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

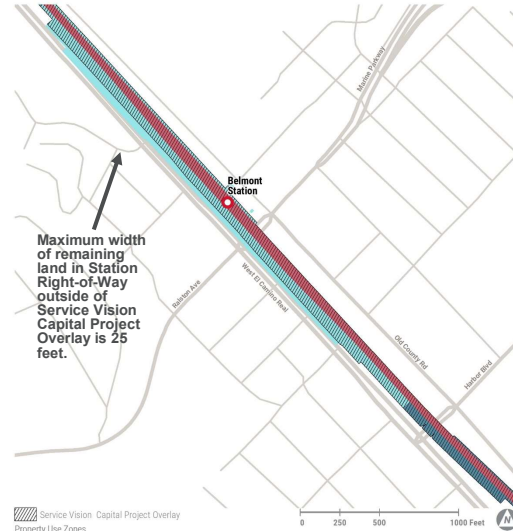
- 1 Near-term future maintenance and rehabilitation projects
- 2 Potential future changes to facilitate a blended rail system with High Speed Rail
- 3 Potential future passing tracks to support increased rail service, as described by the Caltrain Business Plan in Moderate and High Growth Scenarios
- 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

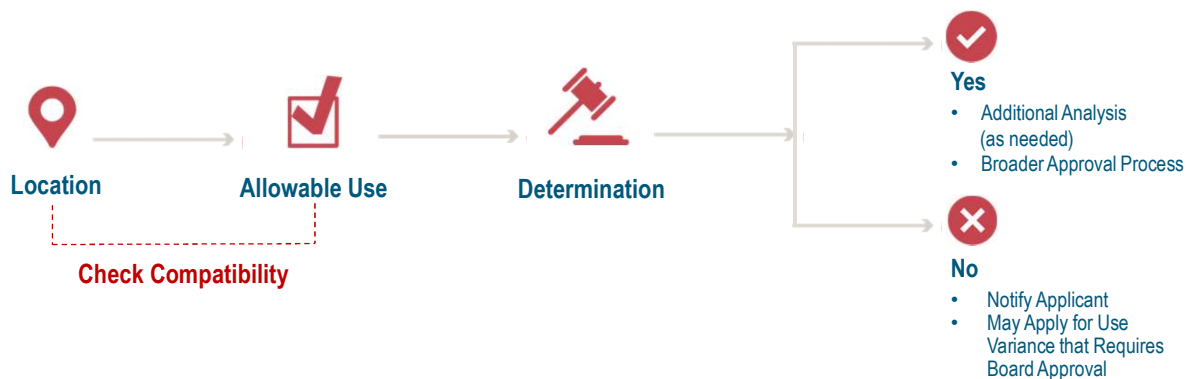
to review, evaluate, and approve/reject proposed uses of JPB property, which will include:

- 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:
 - Develop decision-making framework for staff and public-facing materials
- TOD Policy:
 - Develop policy framework and draft policy
 - Propose policy adoption in early 2020

Upcoming Board Updates on RCUP

- January 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.

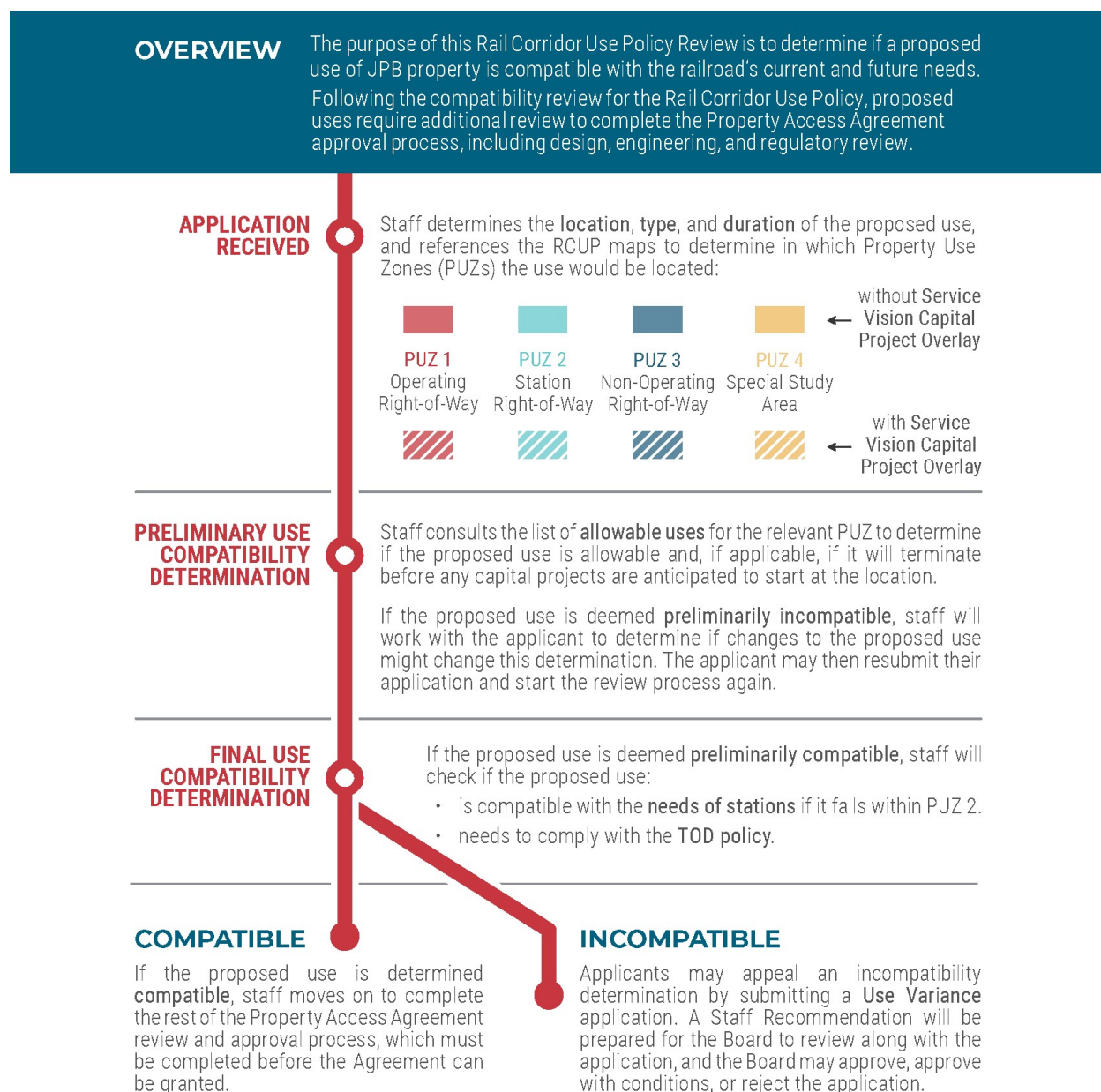
The Service Vision Capital Project Overlay could potentially have non-railroad land uses that are compatible with the safe operation of the railroad and that will be terminated before the anticipated start of the potential future capital project. The Service Vision Capital Project Overlay could also 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

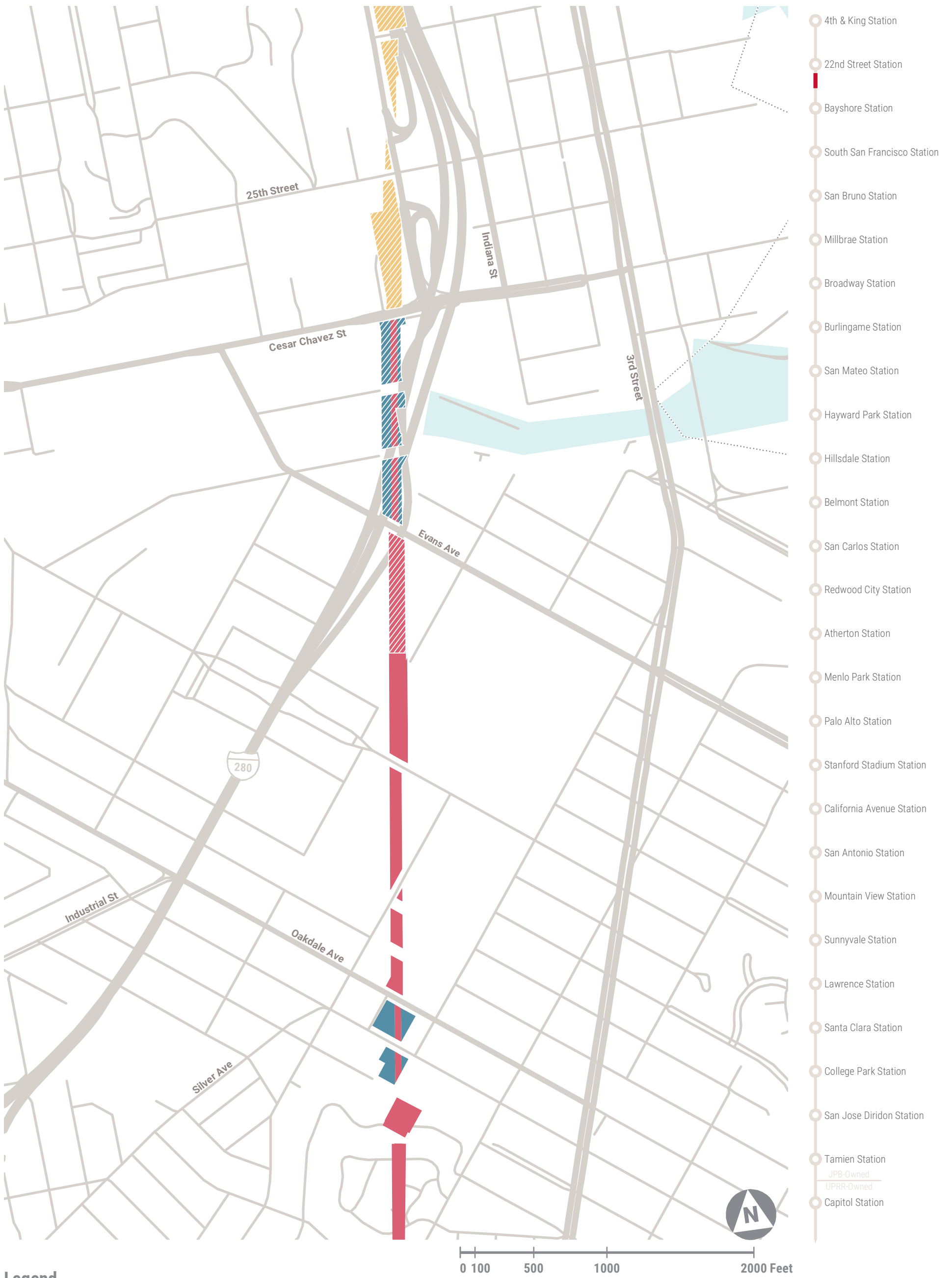
- The Service Vision Capital Project Overlay serves as an overlay district that is applied on top of the Property Use Zones to JPB property along the Caltrain corridor.
- This overlay conceptually represents areas of JPB property along the Caltrain corridor that may be needed for potential future capital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



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
- 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 3 OF 34



Legend

Property Use Zones

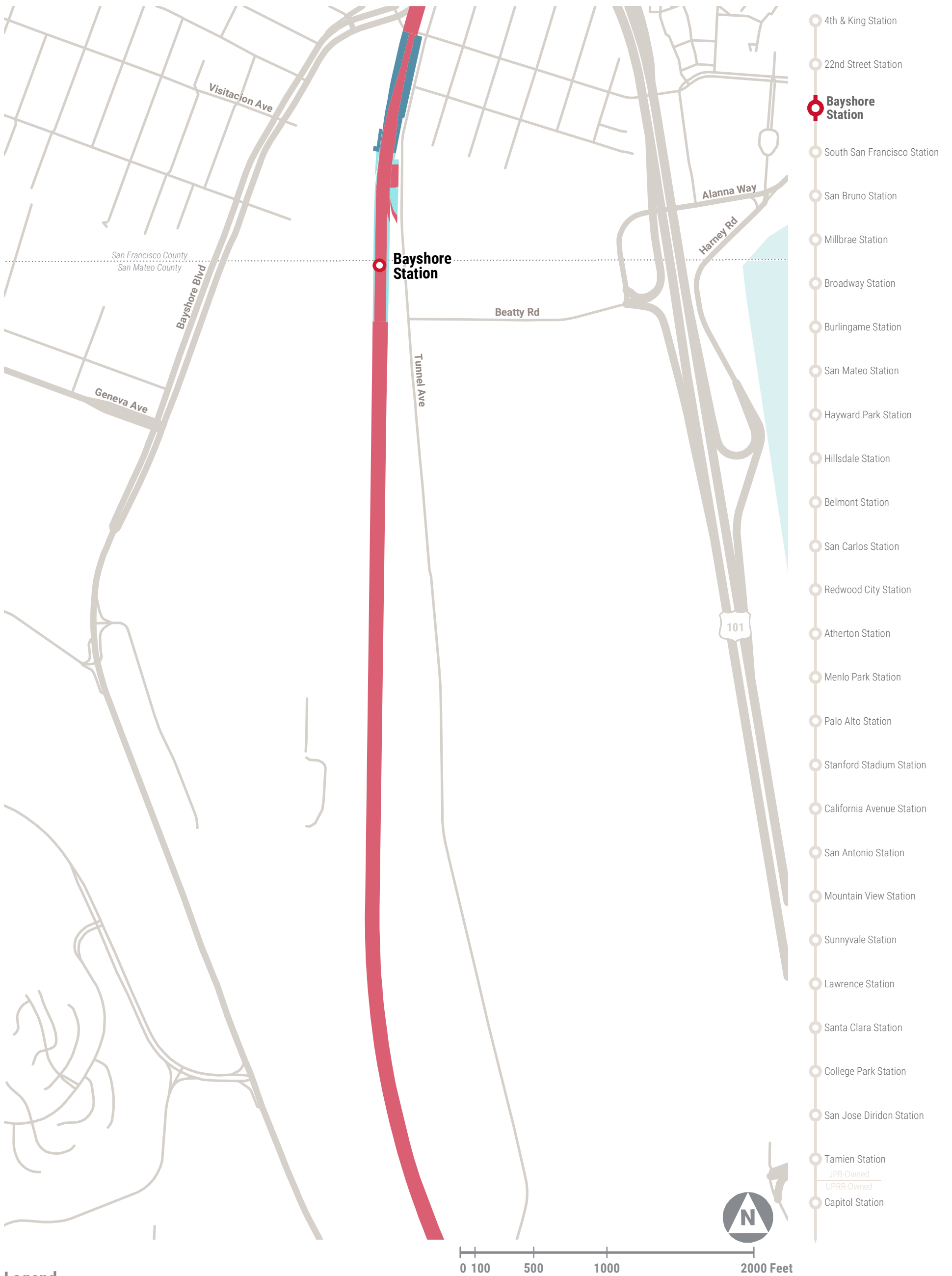
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

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

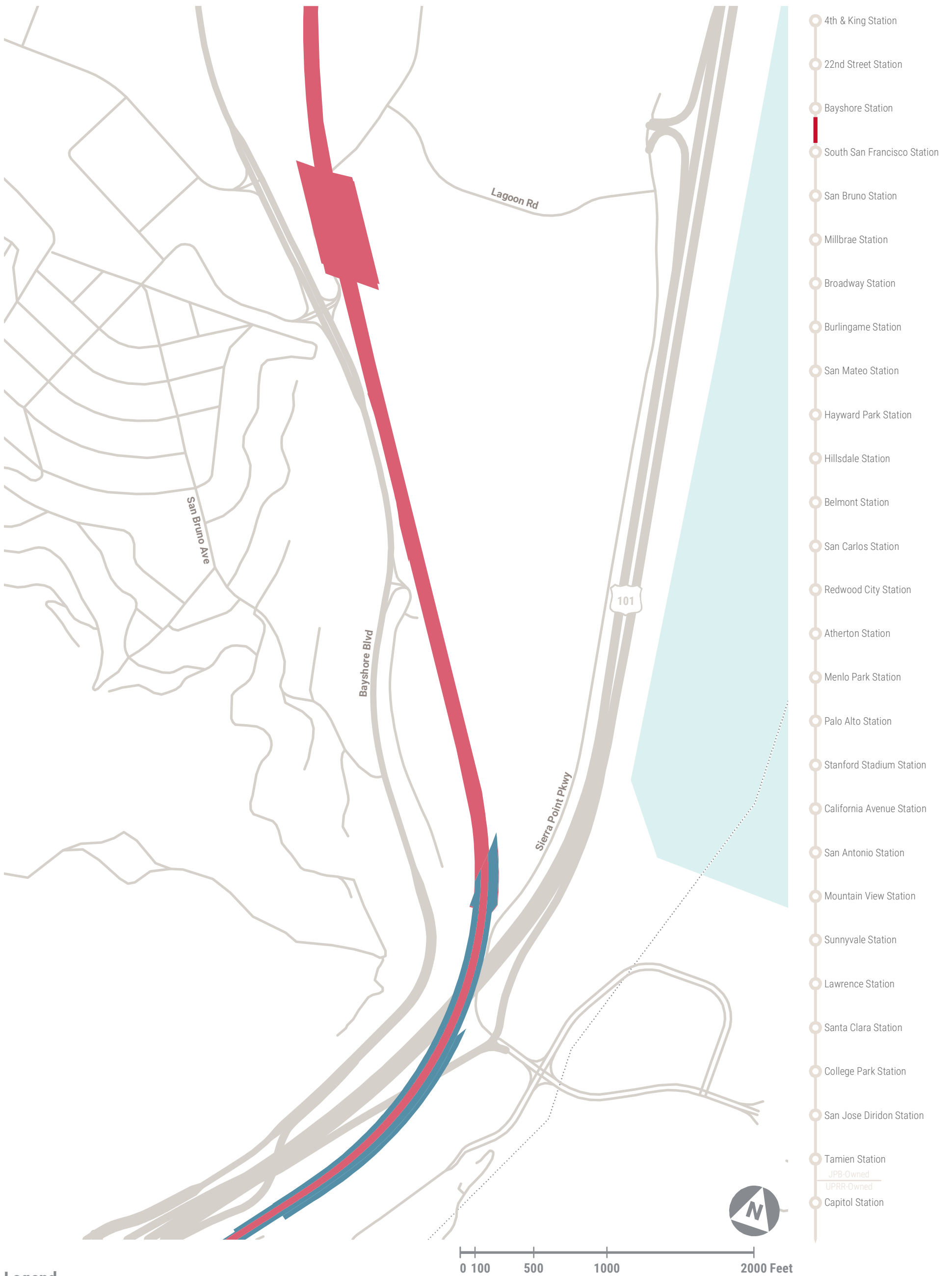
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

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
- 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

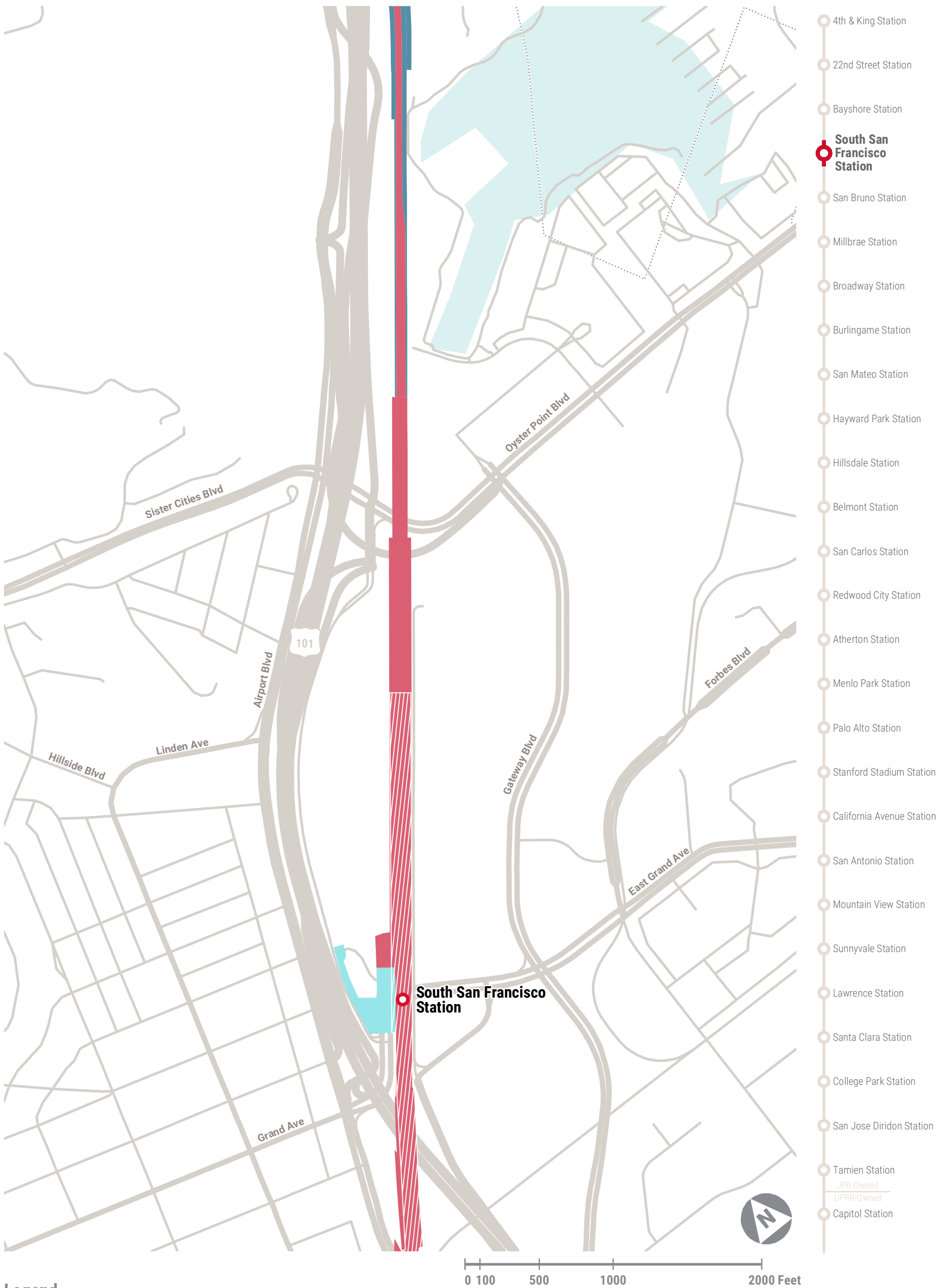
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

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.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 6 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

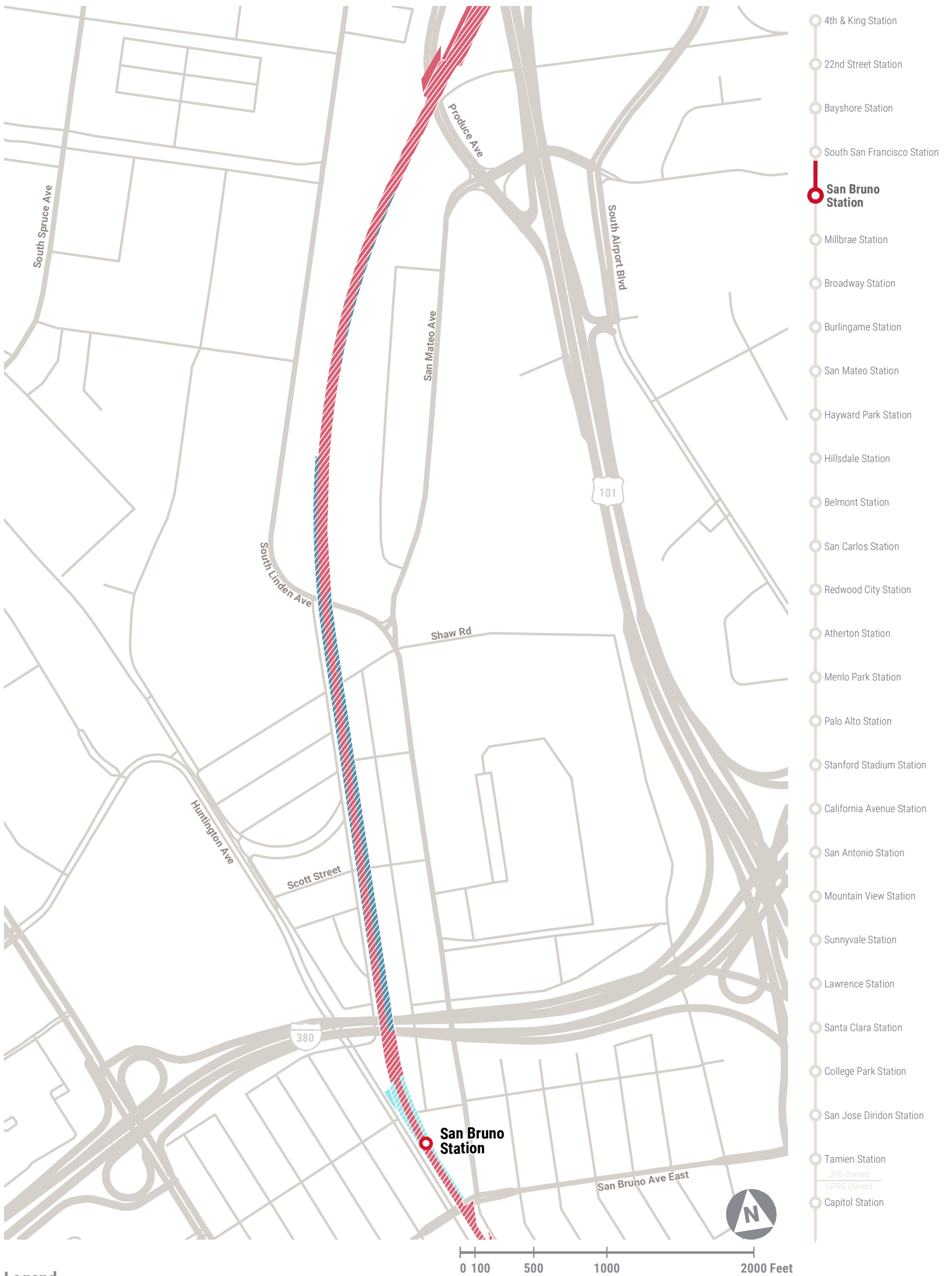
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- ▨ Service Vision Capital Project Overlay

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

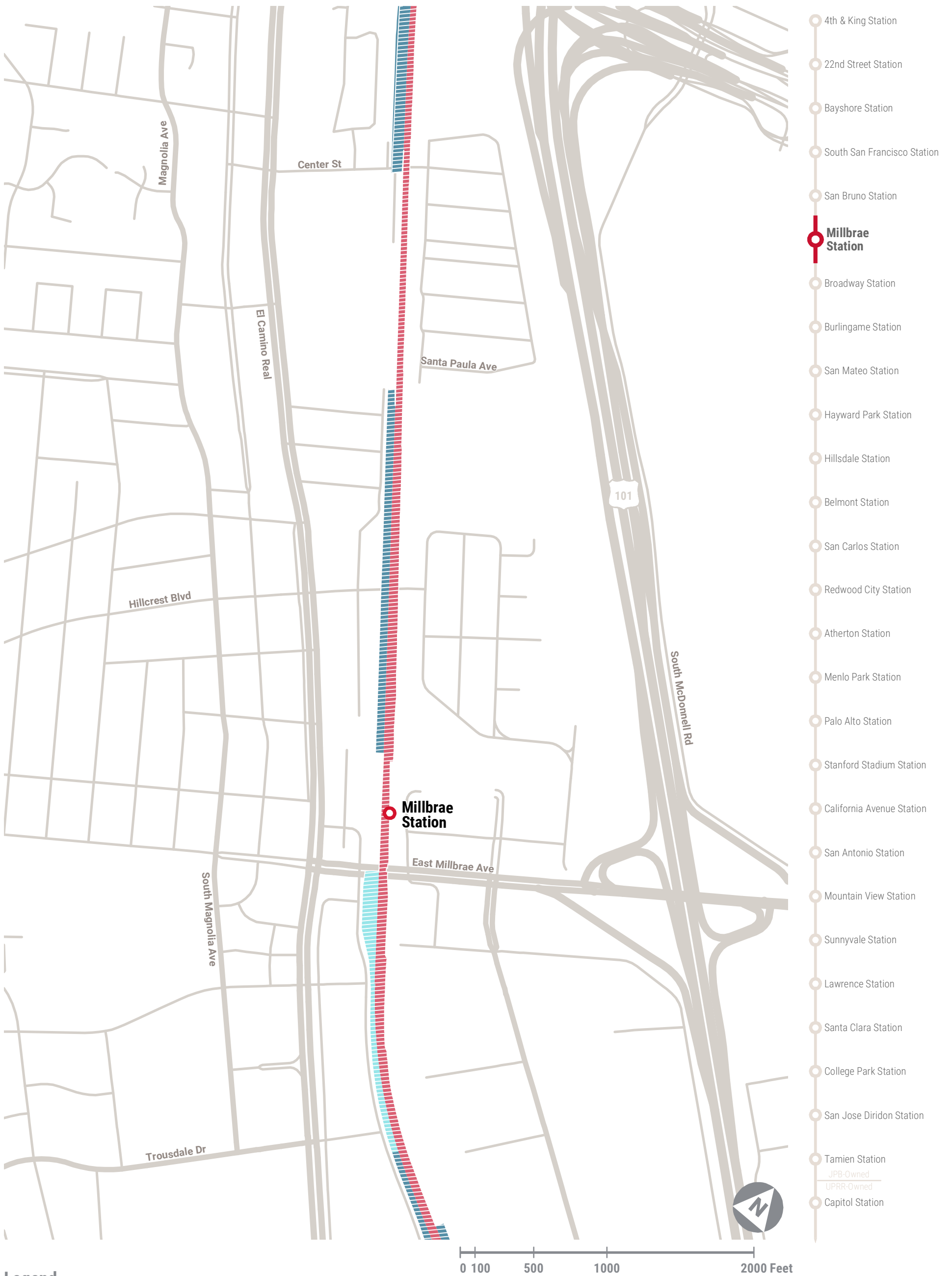
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

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
- 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

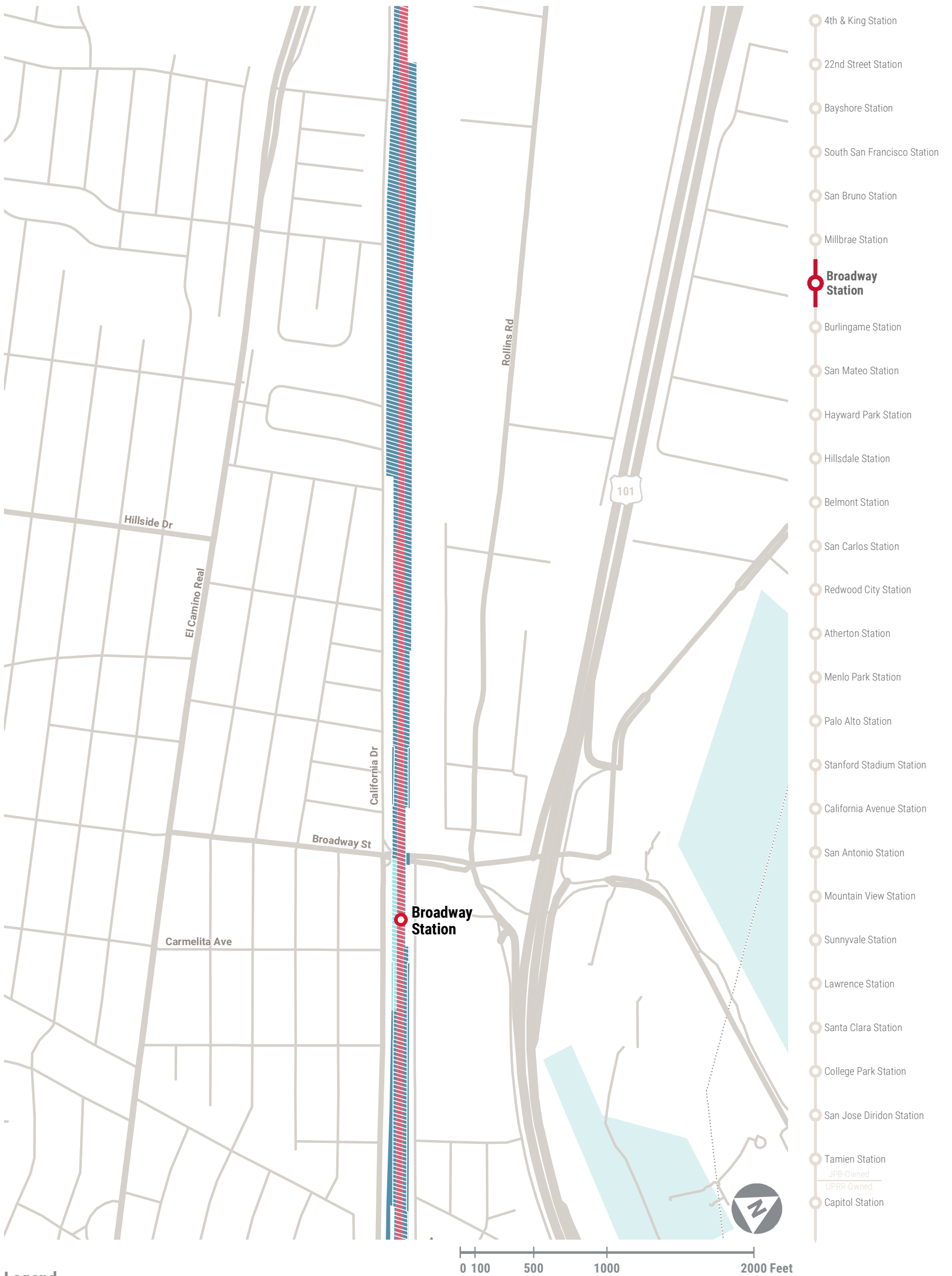
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

Service Vision Capital Project Overlay

- ▨ Service Vision Capital Project Overlay

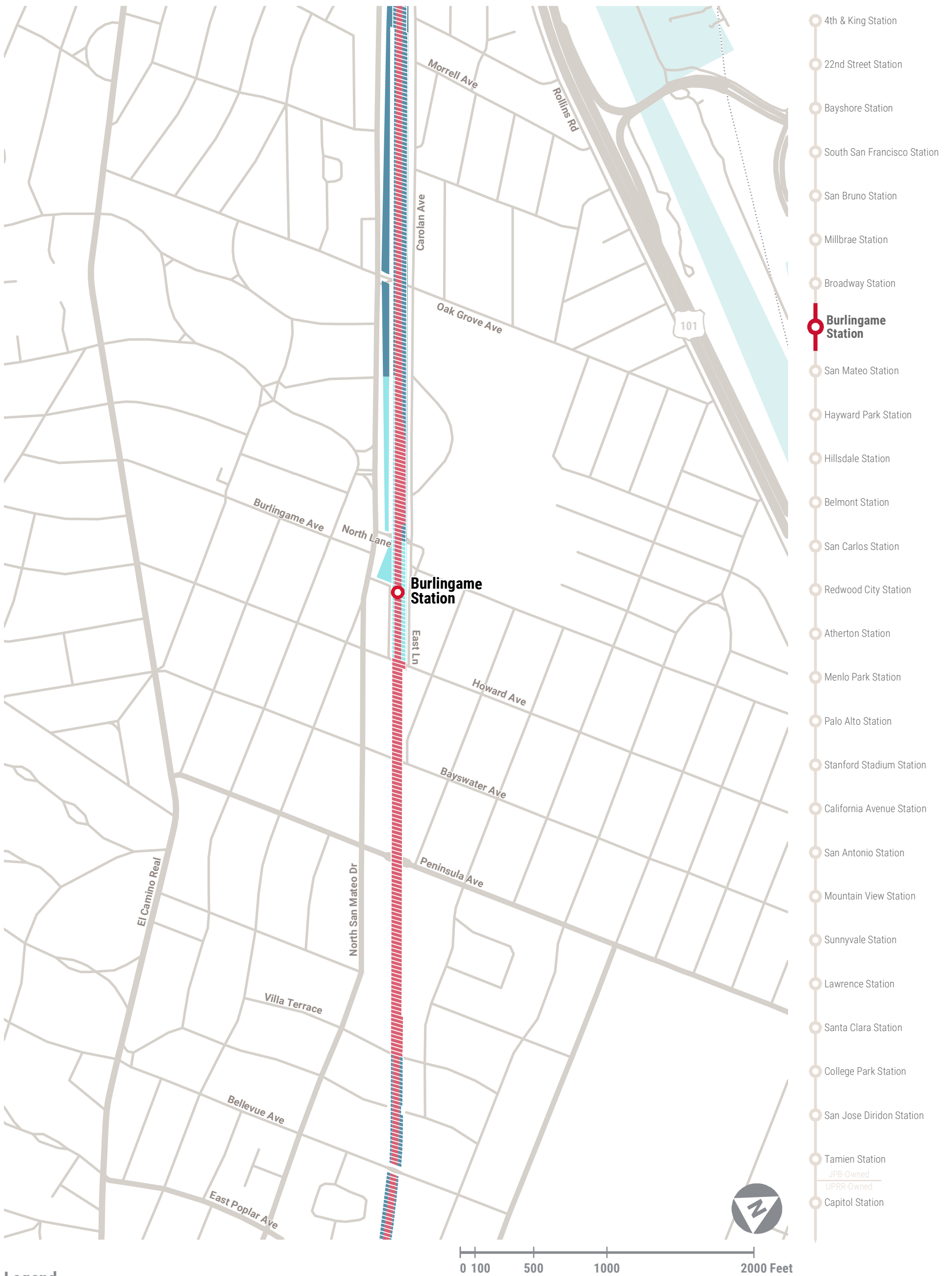
Note: Map is for general information only. Peninsula Corridor Joint Powers Board property lines are approximate and for illustrative purposes only.

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 10 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 11 OF 34



Legend

Property Use Zones

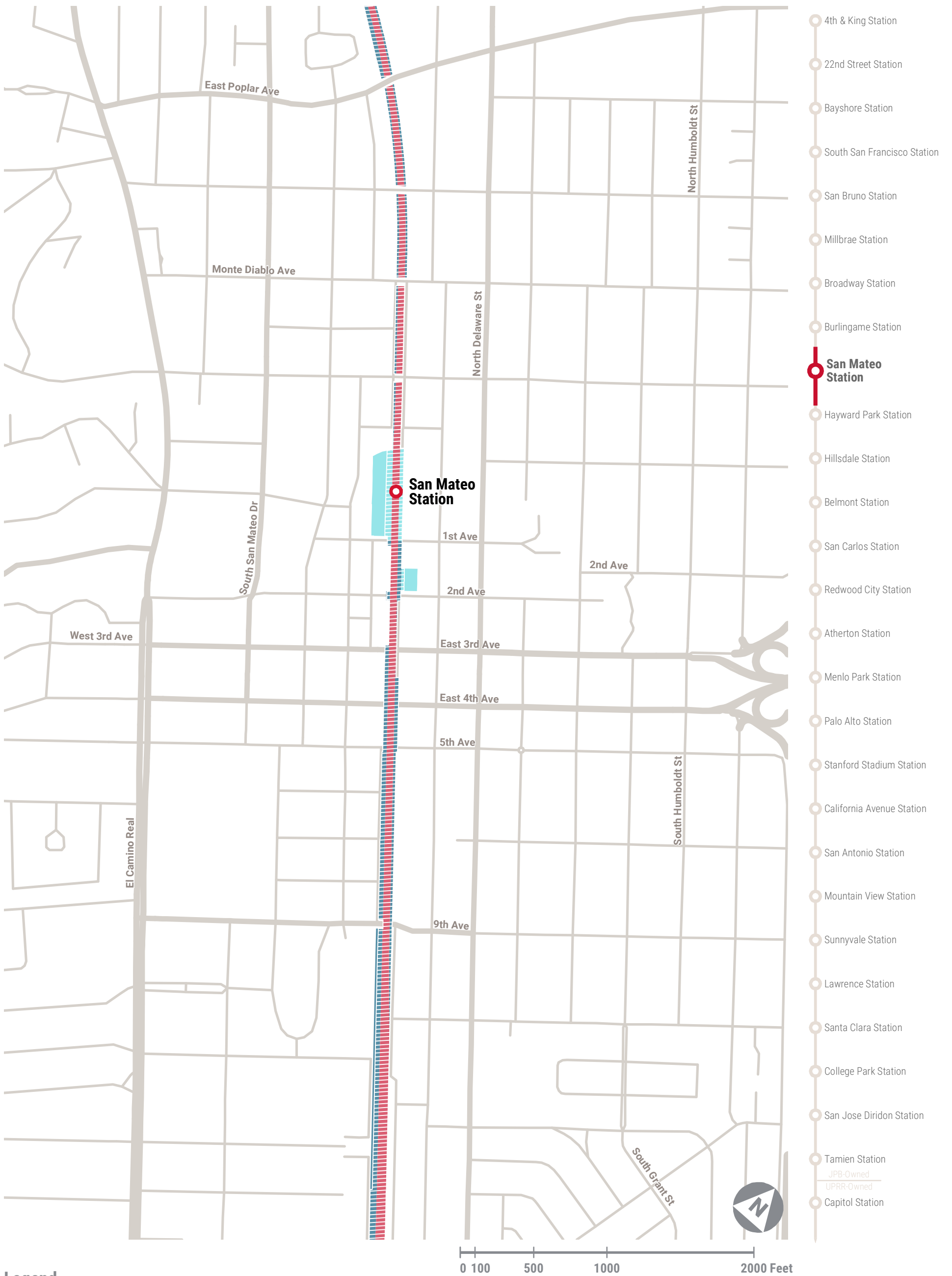
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
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Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

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CALTRAIN RAIL CORRIDOR USE POLICY: MAP 12 OF 34



Legend

Property Use Zones

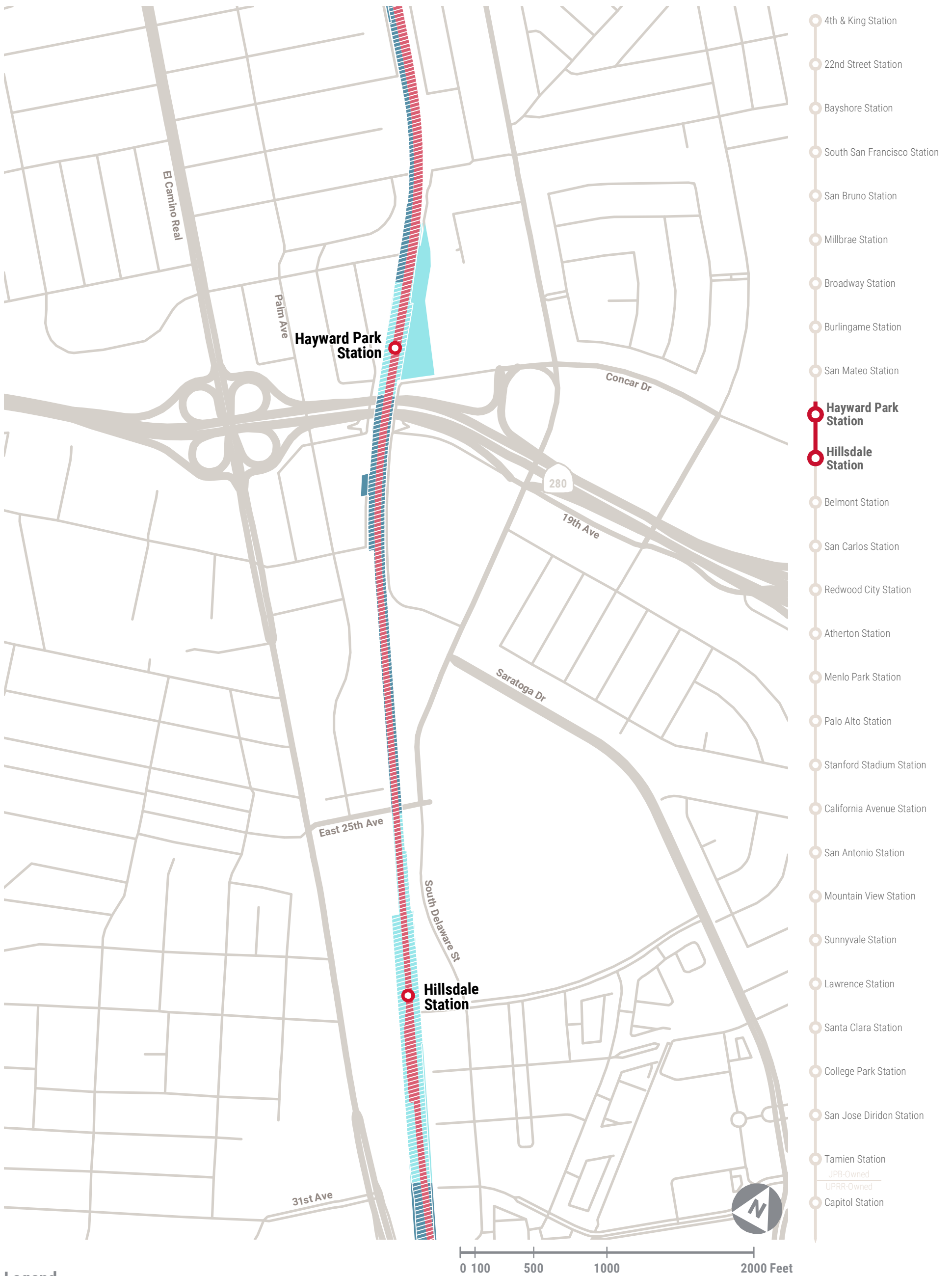
- 1: Operating Right-of-Way
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- 4: Special Study Area

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



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 14 OF 34



Legend

Property Use Zones

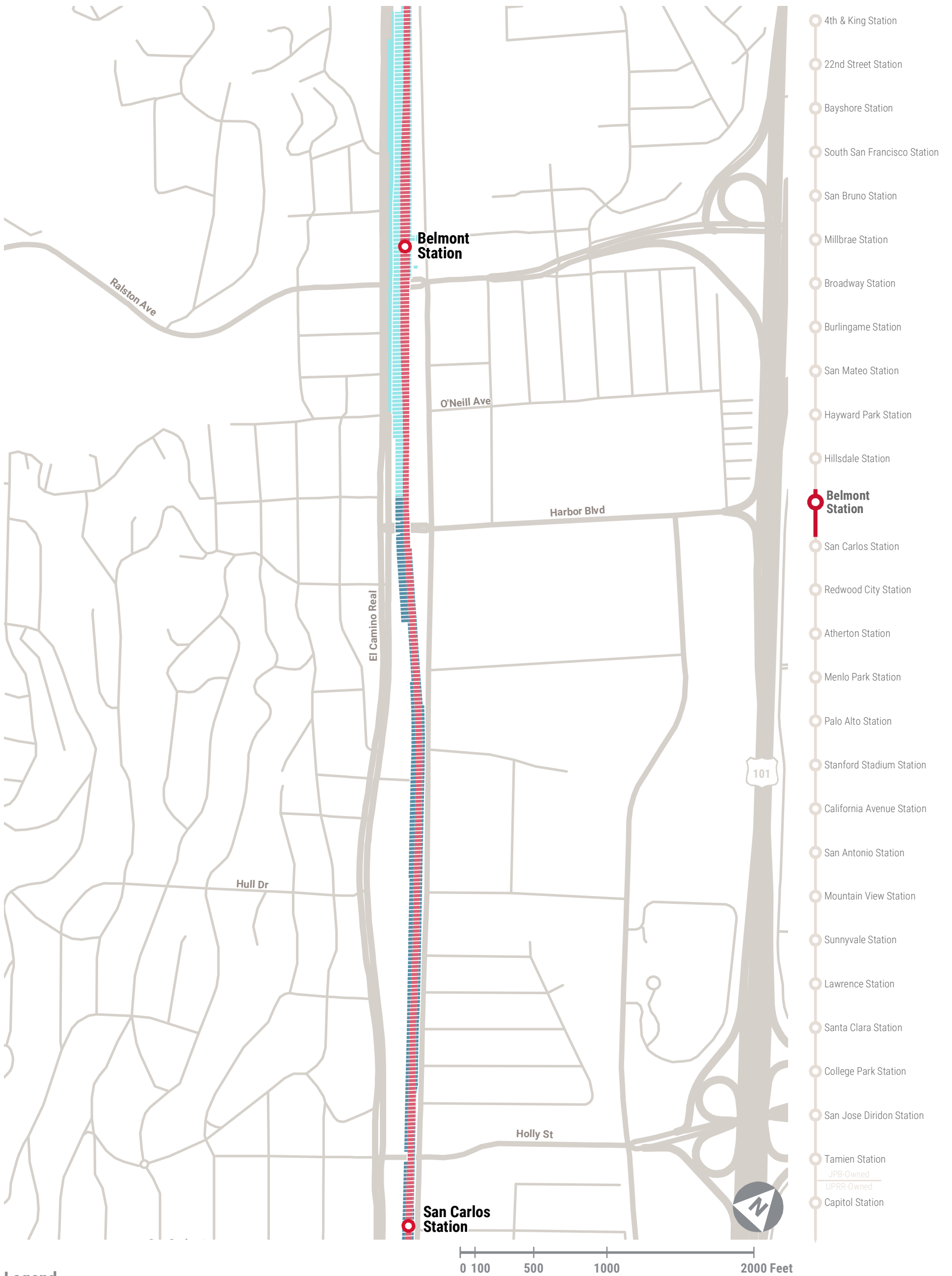
- 1: Operating Right-of-Way
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Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

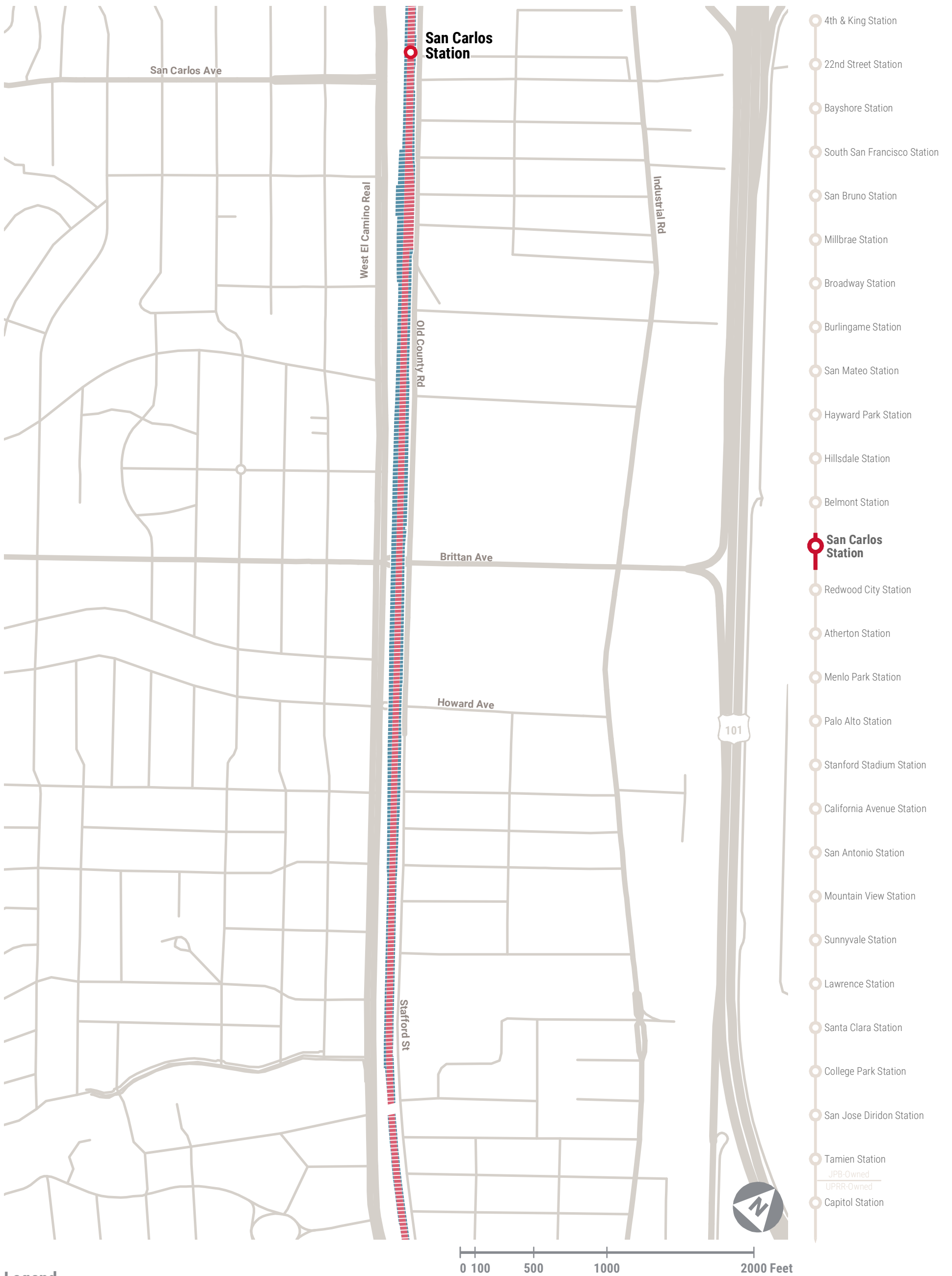
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CALTRAIN RAIL CORRIDOR USE POLICY: MAP 15 OF 34



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

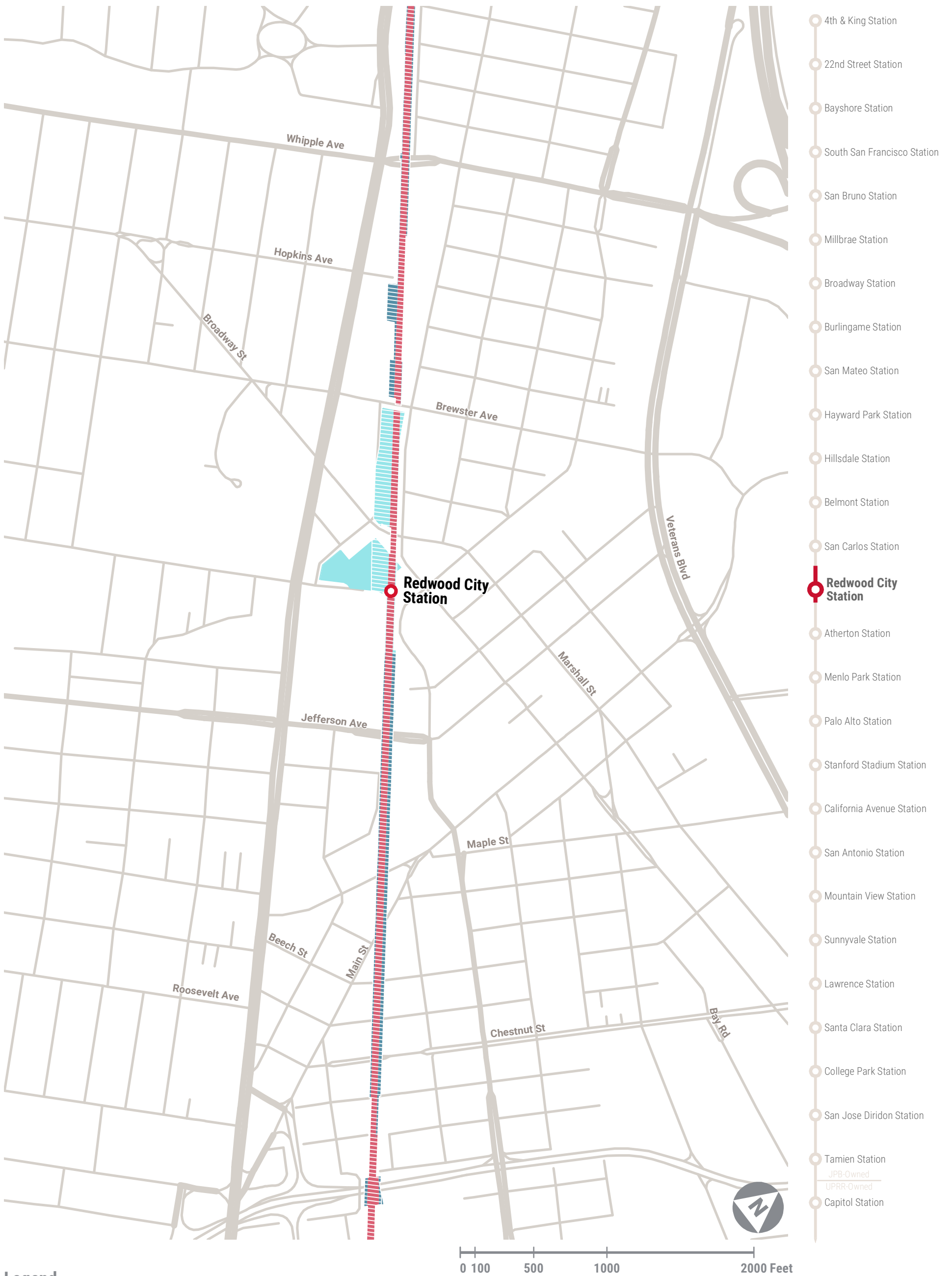
- 1: Operating Right-of-Way
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- 4: Special Study Area

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

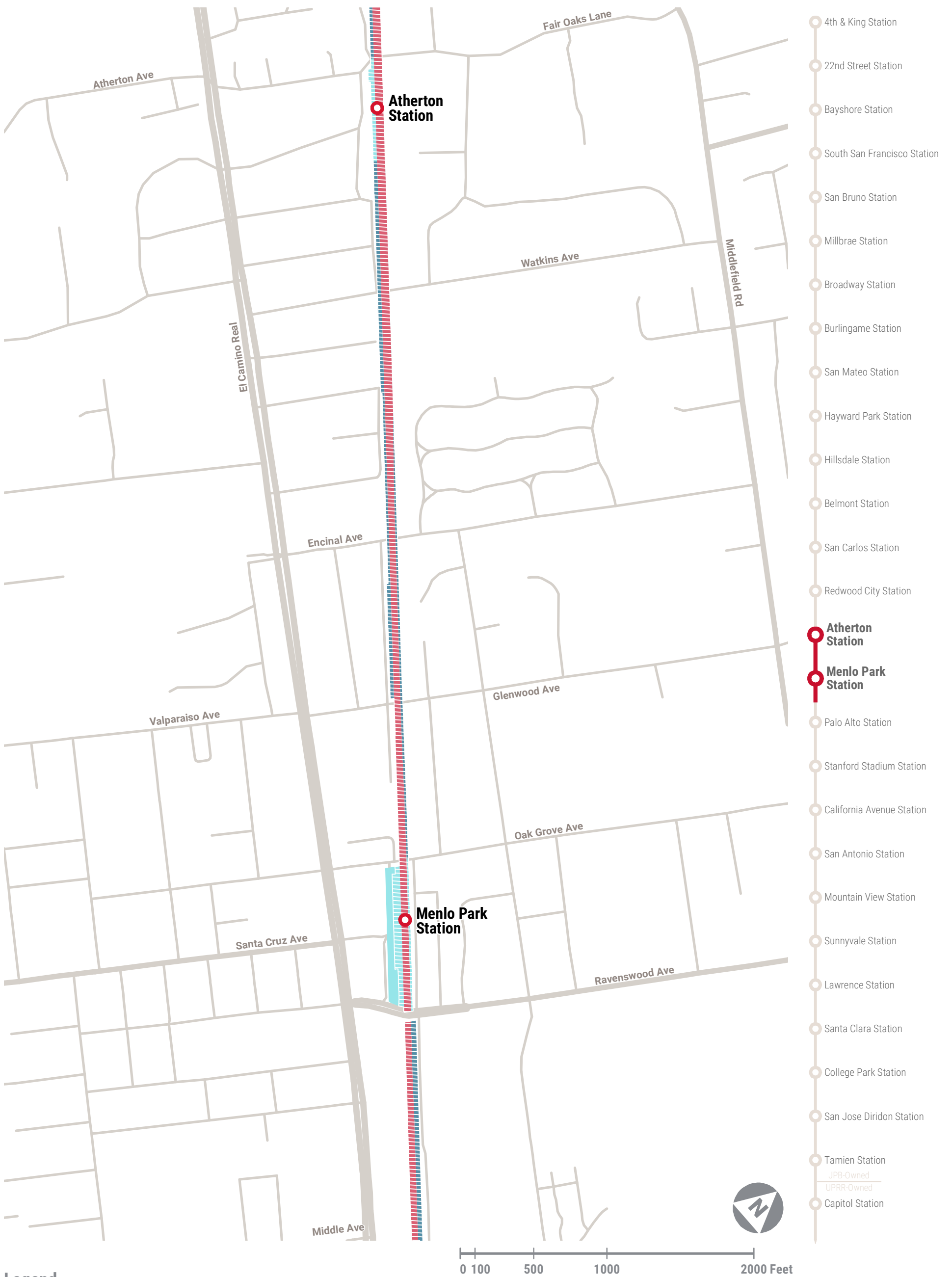
- 1: Operating Right-of-Way
- 2: Station Right-of-Way
- 3: Non-Operating Right-of-Way
- 4: Special Study Area

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

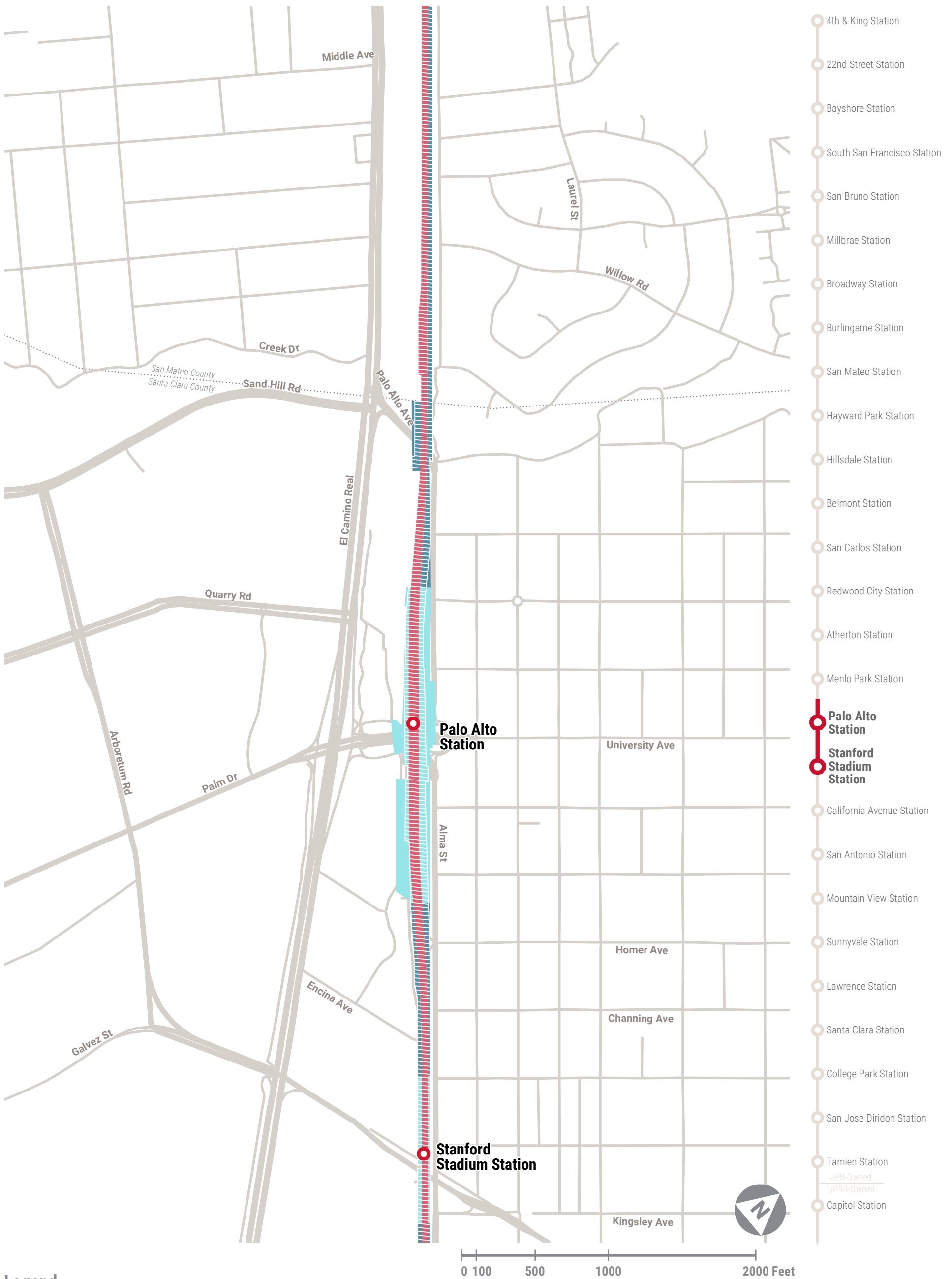
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Service Vision Capital Project Overlay

- 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

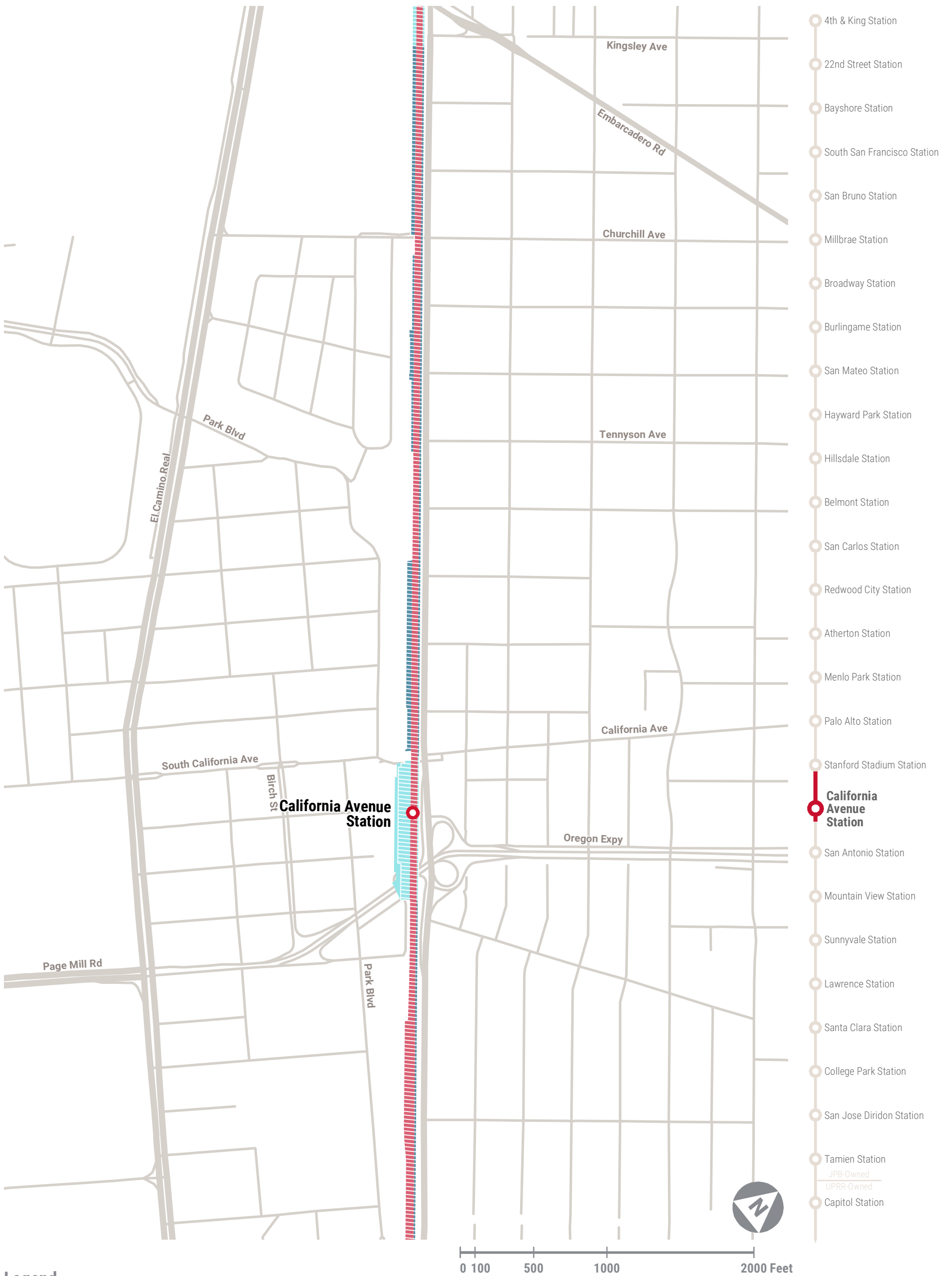
- 1: Operating Right-of-Way
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- 4: Special Study Area

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

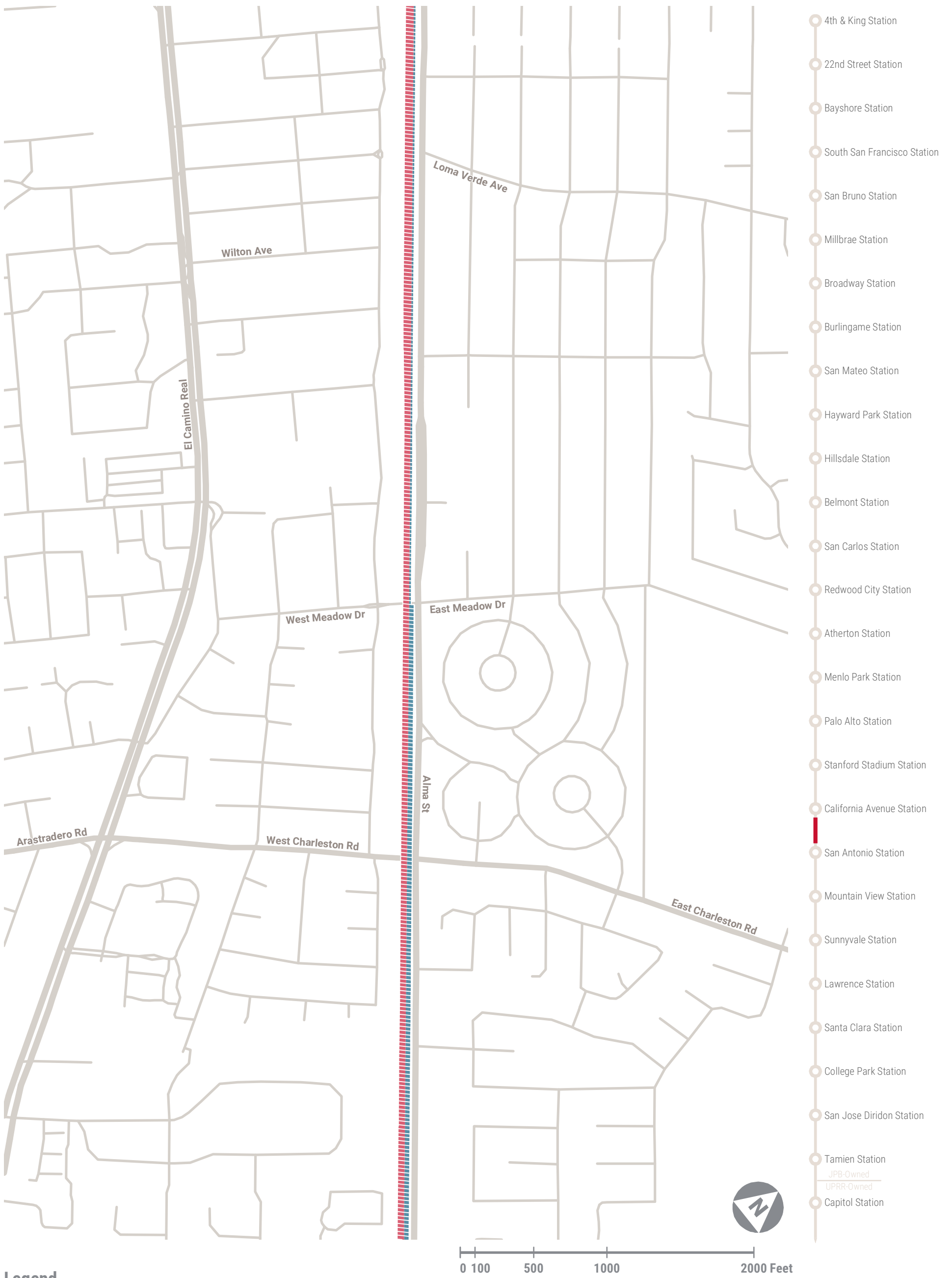
- 1: Operating Right-of-Way
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- 3: Non-Operating Right-of-Way
- 4: Special Study Area

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

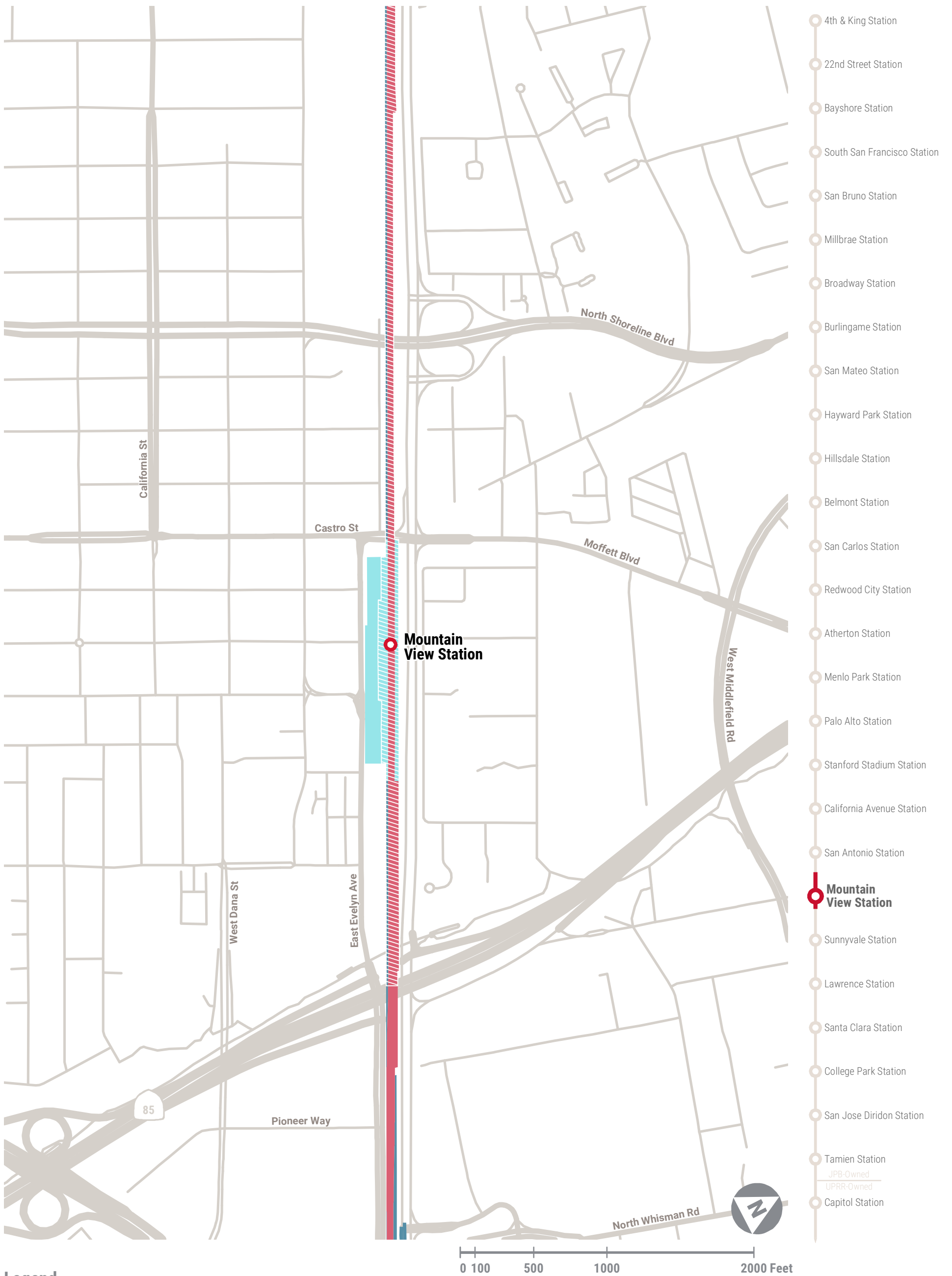
- 1: Operating Right-of-Way
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- 4: Special Study Area

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



- 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

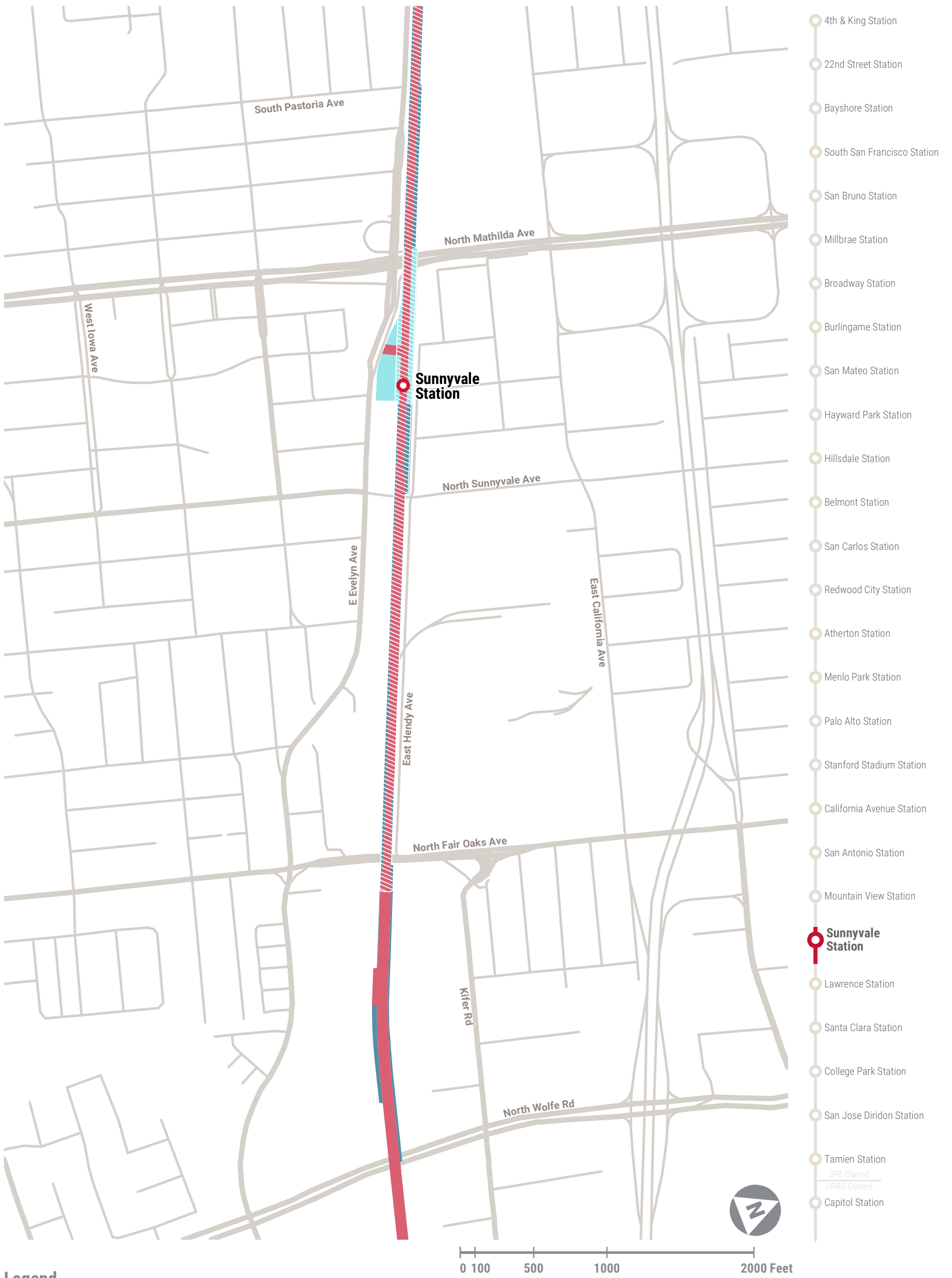
- 1: Operating Right-of-Way
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Service Vision Capital Project Overlay

- 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

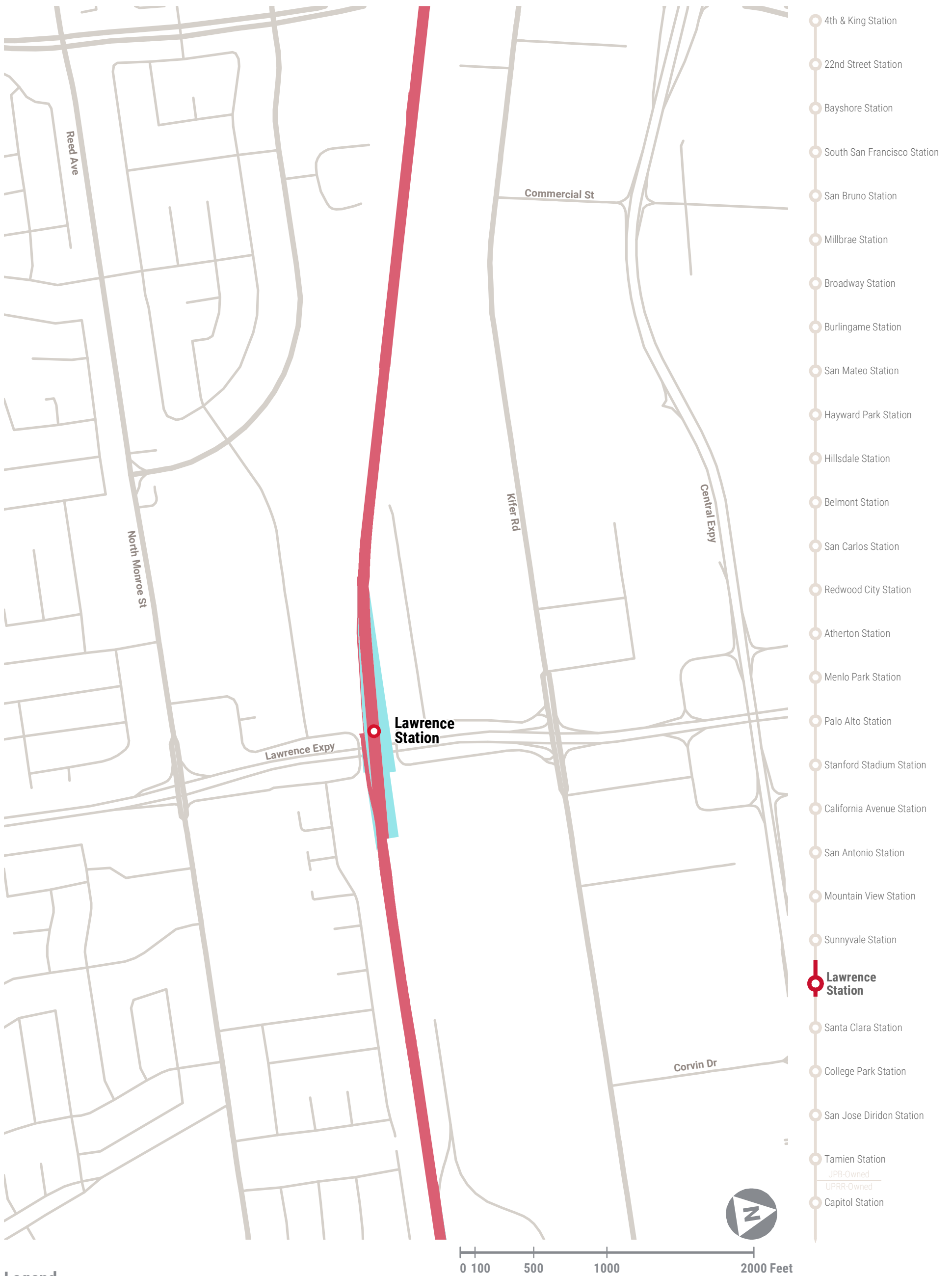
- 1: Operating Right-of-Way
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Service Vision Capital Project Overlay

- 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

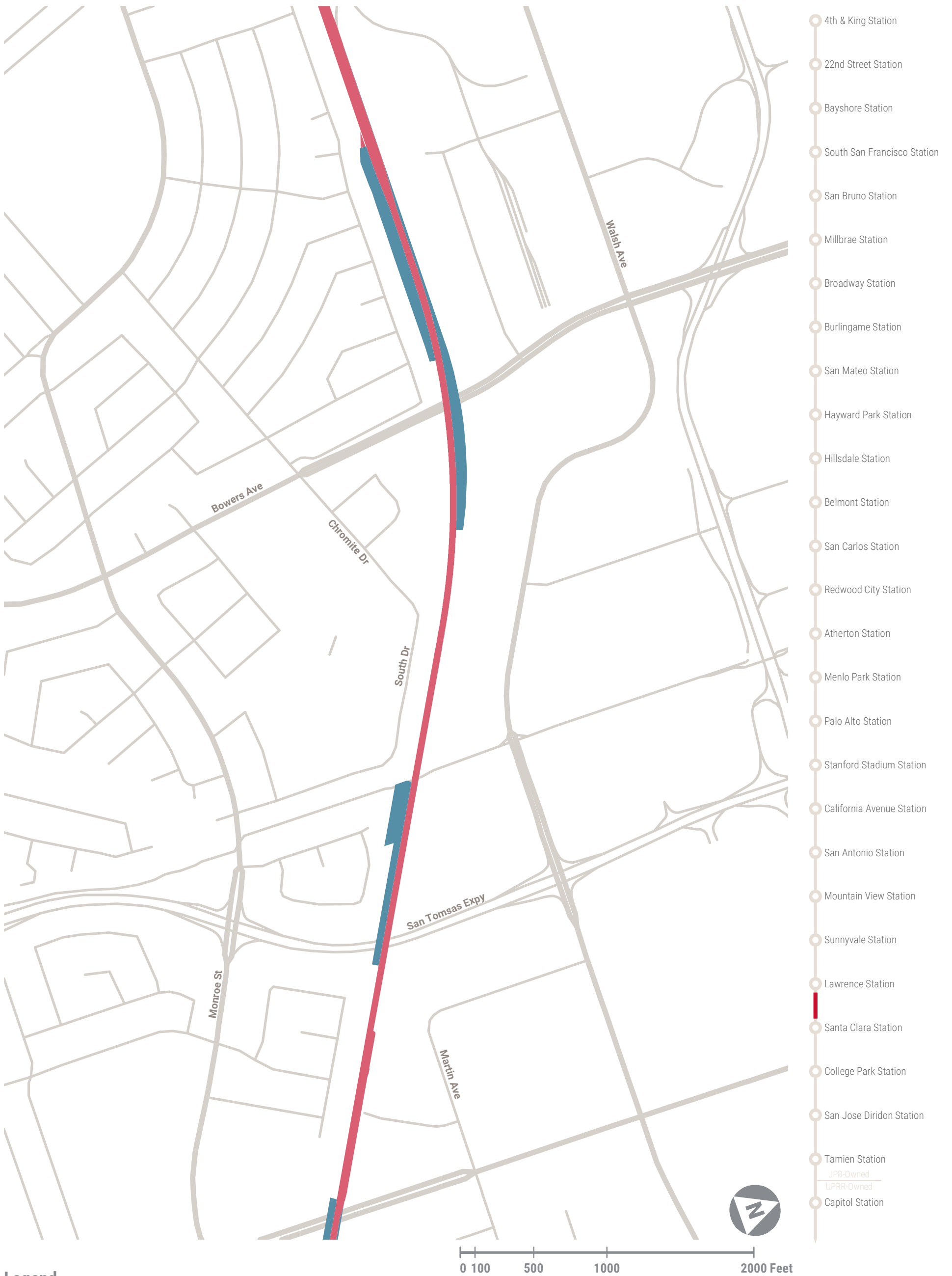
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- 3: Non-Operating Right-of-Way
- 4: Special Study Area

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

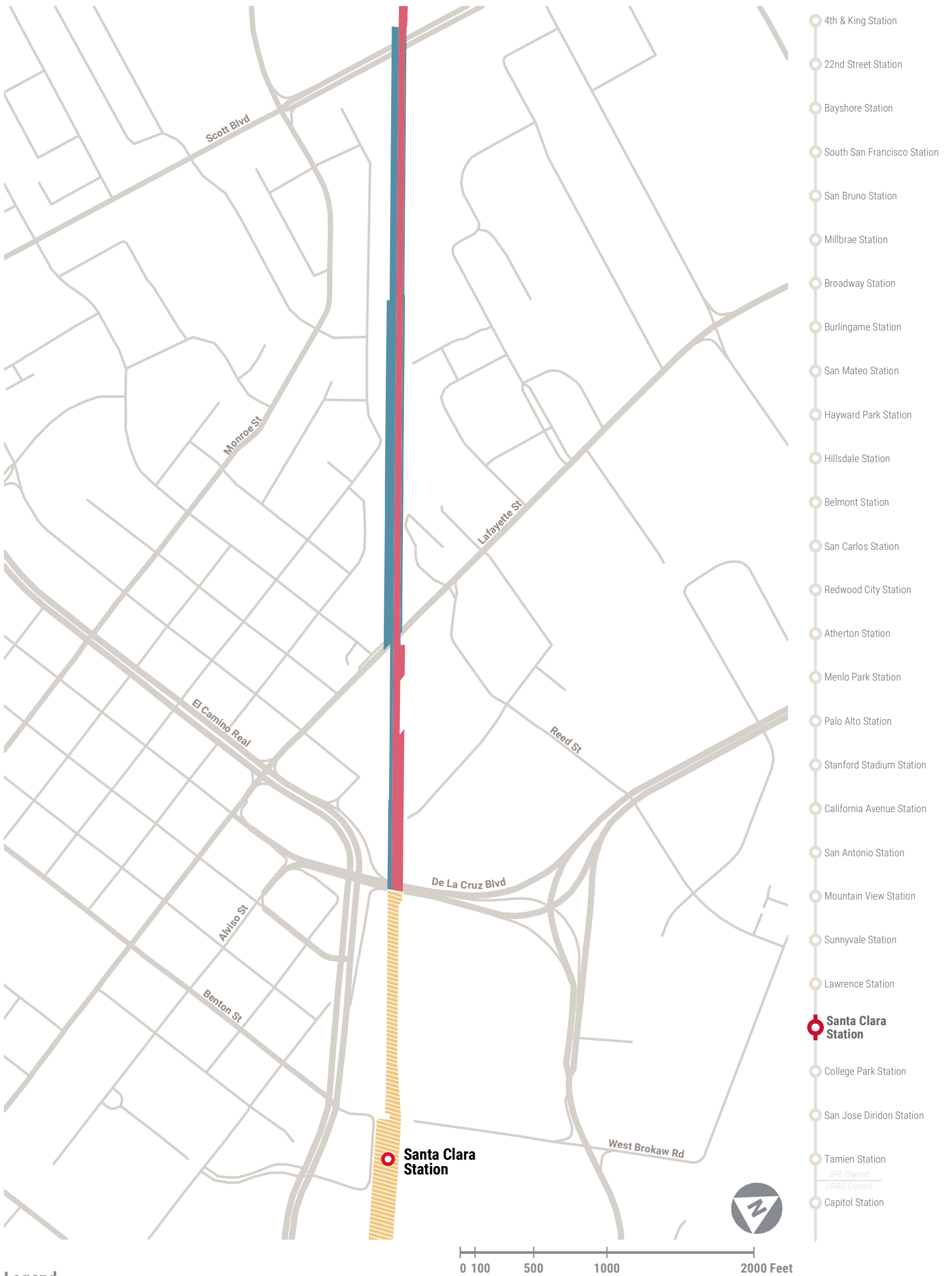
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Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

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CALTRAIN RAIL CORRIDOR USE POLICY: MAP 29 OF 34



Legend

Property Use Zones

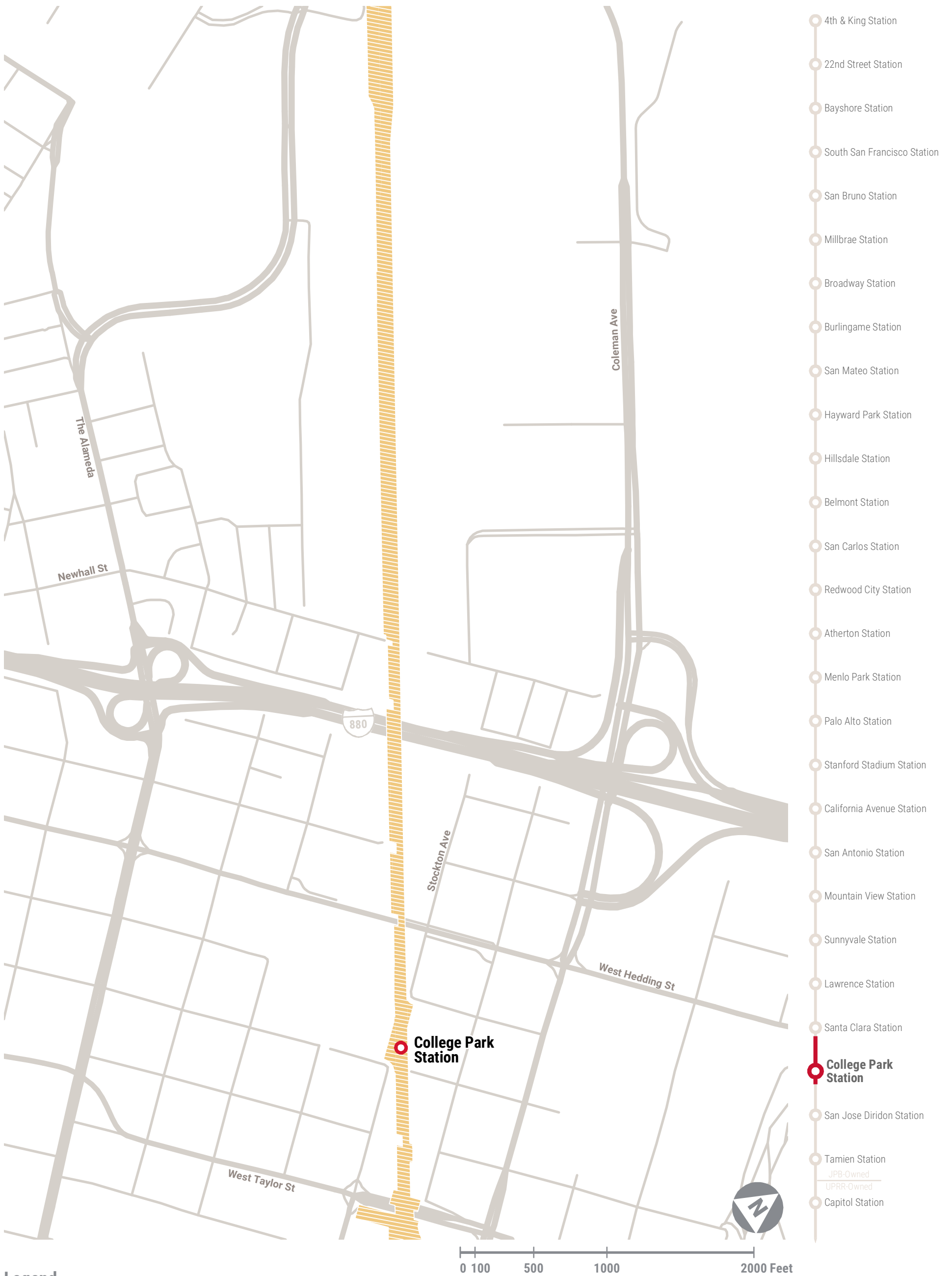
- 1: Operating Right-of-Way
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Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

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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

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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
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- 4: Special Study Area

Service Vision Capital Project Overlay

- ▨ Service Vision Capital Project Overlay

0 100 500 1000 2000 Feet

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CALTRAIN RAIL CORRIDOR USE POLICY: MAP 32 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
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- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

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CALTRAIN RAIL CORRIDOR USE POLICY: MAP 33 OF 34



Legend

Property Use Zones

- 1: Operating Right-of-Way
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Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

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- 4th & King Station
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- Sunnyvale Station
- Lawrence Station
- Santa Clara Station
- College Park Station
- San Jose Diridon Station
- Tamien Station
- JPB-Owned
- UPRR-Owned
- Capitol Station

CALTRAIN RAIL CORRIDOR USE POLICY: MAP 34 OF 34



Legend

Property Use Zones

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- 4: Special Study Area

Service Vision Capital Project Overlay

- Service Vision Capital Project Overlay

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**PENINSULA CORRIDOR JOINT POWERS BOARD
STAFF REPORT**

TO: Joint Powers Board WPLP Committee

THROUGH: Jim Hartnett
Executive Director

FROM: April Chan, Chief Officer, Planning/Grants/TA

SUBJECT: Caltrain Transit-Oriented Development Policy

ACTION

Staff Coordinating Council recommends that the Work Program – Legislative – Planning (WPLP) Committee refer to the Board the attached Caltrain Transit-Oriented Development (TOD) Policy for approval at its January 9, 2020 meeting.

SIGNIFICANCE

The TOD Policy is one of four interrelated planning and policy efforts that will collectively inform and guide the future use of Peninsula Corridor Joint Powers Board (JPB) property. The other three planning and policy efforts include the Caltrain Business Plan, the Caltrain Station Management Toolbox (Toolbox), and the Caltrain Rail Corridor Use Policy (RCUP).

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Over the past year, staff has made extensive progress in developing the TOD policy, a set of objectives and strategies the JPB could apply to its opportunity sites for joint development.

Staff has previously presented to the Board and the WPLP Committee components of the TOD Policy for input and discussion. At these meetings staff obtained valuable Committee direction and feedback on the goals and objectives associated with the TOD Policy, which include the following:

- It is important to maximize development potential.
 - Work with cities, private partners, non-profits.
 - Do not be constrained by the existing density limits in surrounding communities.
- Entering into long-term leases with revenue participation makes sense.
 - It is important to retain control of property over the long term.

- Focus on complete communities, but recognize that not every project needs to be mixed use.
 - Work with communities to ensure the use(s) on each JPB property makes sense within that community.
 - Community partners can help meet specific community needs.
- Focus on environmental sustainability and reducing private vehicle travel.
 - Consider green development standards such as a solar requirement or banning natural gas.
 - Encourage east-west connections to Caltrain station areas.
 - Consider shared parking in developments.
- Consider affordable housing.
 - The Committee recognizes the importance of affordable housing and understands there are trade-offs.
 - Reliable revenue sources are good, but the JPB should consider tradeoffs between providing affordable housing vs. maximizing revenue.

The final draft TOD Policy now includes a discussion on affordable housing, which includes the following recommendations:

1. Require residential TOD to provide affordable housing onsite. Residential development will be required to offer at least 20 percent of units onsite at below market rents. At least 10 percent of units will be targeted to households with incomes of no more than 80 percent of Area Median Income (AMI) and at least 10 percent of units will be targeted to households with incomes of no more than 50 percent of AMI.
2. Partner with developers to leverage other sources of affordable housing funds. Where possible, the JPB will encourage the use of outside sources of funding and financing to deliver affordable housing, such as Low Income Housing Tax Credits.
3. Explore creative ways to utilize smaller opportunity sites for affordable housing. The JPB will explore ways to utilize small or irregularly-shaped parcels for affordable housing, particularly sites that offer limited opportunity for commercially viable market rate housing development.

Staff will present the final draft TOD Policy at the December 19, 2019 WPLP Committee to receive any further input needed, and plans to take the final TOD Policy to the full Board for consideration and approval at the January 9, 2020 meeting.

Prepared by: Brian W. Fitzpatrick

650.508.7781

Caltrain Transit-Oriented Development (TOD) Policy

PURPOSE

This TOD Policy expresses the Peninsula Corridor Joint Powers Board's (JPB) goals and strategic objectives for TOD projects. These goals and objectives will form the policy basis of the Joint Development Guidelines, an administrative document which will provide additional details about the process and requirements for property asset management, including strategic development and, in some cases, acquisition of new properties for development.

While the TOD Policy and the Joint Development Guidelines set forth JPB's goals and objectives for such development, each actual development project and its terms will be negotiated by staff and every transaction will be subject to final approval by the Peninsula Corridor Joint Powers Board of Directors, at their sole and complete discretion.

BACKGROUND

The JPB's primary roles are to operate Caltrain passenger rail service and manage the Caltrain corridor and assets to support current and future rail operations. As defined by the Caltrain Rail Corridor Use Policy (RCUP), a subset of the real estate assets that the JPB owns and manages have been identified as not being required for current or future railroad uses and therefore have the potential to be developed as TOD projects.

In contrast with many other rail transit agencies, the JPB owns a limited number of properties that are suitable and available for development. First, Caltrain is a legacy system that has operated on the Peninsula since 1863. This means the available properties in station areas, particularly parking lots, tend to be smaller in scale than those of other Bay Area transit systems that were developed more recently and were designed to accommodate large park-and-ride facilities. Additionally, when JPB purchased the Caltrain right of way from Southern Pacific Railroad (SP) in 1991, the transaction included only the basic property required to operate the railroad due to funding constraints. SP held onto a number of the best development sites and other wider areas of the right of way. Further, Caltrain's recently-adopted Long-Term Service Vision, developed through the Caltrain Business Plan process, envisions a substantially expanded and different service pattern than exists today, requiring many infrastructure improvements that, either temporarily or permanently, will consume space on JPB property that might otherwise be used for TOD. Over time, it is possible that additional sites may be identified as available for TOD, through the RCUP process, as individual capital projects are planned, designed and delivered.

The TOD Policy applies to properties that are owned by the JPB in fee simple and are available for development independent from a capital project as identified by RCUP.

TOD GOALS

In advancing TOD, the JPB seeks to achieve the following overarching goals:

- **Sustainable Transportation.** Promote Caltrain ridership and sustainable transportation modes.

- **Value Creation.** Create value for the JPB, consistent with the JPB's overall business strategy, which can be reinvested into the railroad's core mission of providing rail transportation service.
- **Equity.** Provide an appropriate balance of land uses, equity in access, and other benefits that align with the priorities of the local community.
- **Complete Communities.** Establish station areas as complete communities in partnership with other stakeholders.

STRATEGIC OBJECTIVES

Below are strategic objectives for private-public TOD projects on JPB properties. Under each objective is a list of strategies that may be used to advance that objective.

Encourage transit-supportive development

1. **Include transit-supportive uses.** TOD on JPB property should encourage transit ridership and enable daily activities that do not require a car. Parking to serve private development should be limited to discourage vehicle trips in favor of other modes, including walking, biking and transit.
2. **Maximize density of development.** TOD should seek the maximum possible density (as measured in floor area or number of dwelling units) in keeping with station area plans and/or community objectives, provided that such plans recognize and reflect the scarcity and value of land in immediate proximity to high capacity transit and are consistent with promotion of transit ridership.

Generate revenue streams to offset operating costs

1. **Favor long-term ground leases.** The JPB favors long-term ground leases for joint development, with terms of 55 to 75 years. Sale of property may be considered in exceptional situations where TOD goals are best served, such as when assembling JPB property with adjacent properties not owned by the JPB or when properties are not large enough to warrant a ground lease.
2. **Receive fair market value for land.** In general, business terms should ensure JPB receives compensation that reflects the fair market value of land.
3. **Participate in project revenues.** JPB should participate in the success of development through participation rents, typically by collecting a percentage of gross revenues generated by the project each year, with a base ground rent as the floor. JPB should also participate in the refinance or sale of TOD projects.
4. **Solicit development proposals using a competitive process.** JPB favors a request for qualifications process to solicit competitive proposals for development. Unsolicited offers may be considered only in special cases to meet specific JPB objectives. For example, if a site is too small, has limited access, or is unable to be developed independently, a competitive process may not be availing. In such cases, staff will evaluate unsolicited offers to determine if an unsolicited approach is warranted and if the proposed project is consistent with JPB's objectives as set forth in this policy.
5. **Secure business terms that protect JPB investment.** Standard business terms for TOD ground leases should ensure that fee ownership and base rent are not subordinated. Leases should also include provisions that limit the JPB's risk exposure, such as performance benchmarks, indemnity and insurance protections, completion guarantees, quality assurances and operating covenants.

Leverage capital projects land acquisition for future TOD

1. **Pursue strategic land acquisition in conjunction with capital projects.** Where capital projects require the temporary use of property (for staging construction equipment, for example), the JPB, where appropriate, should seek to acquire, rather than lease, the property if it will have potential as a TOD opportunity site once it is no longer needed for the capital project. Additionally, if acquisition of a portion of a property leaves the remainder as an uneconomic remnant to the owner, the JPB may offer to purchase the entire site.

Contribute to complete communities in station areas

1. **TOD should complement uses in the surrounding area.** Development should consider the site context and complement other uses in the surrounding area, including a mix of uses where appropriate and financially feasible, provided that such plans are consistent with promotion of transit ridership.
2. **Seek community participation.** Development proposals should consider station area plans and community preferences for use provided that such plans are consistent with promotion of transit ridership. Creation of solicitation documents and the developer selection process should include participation by the local jurisdiction.
3. **Implement high quality, context-sensitive urban design standards.** The JPB will seek developments with high-quality urban design that facilitate station access and the use of other sustainable transportation modes that are complementary to Caltrain operations and station needs.

Support environmental sustainability and alternatives to private vehicle travel

1. **Ensure development projects are environmentally sound and energy efficient.** JPB encourages infrastructure and urban design solutions that minimize the environmental footprint of the construction and operation of the development. JPB should favor development proposals that will achieve high standards of energy efficiency and environmental sensitivity, such as LEED¹ certification.
2. **Limit onsite parking for private development.** In general, TOD on JPB property should discourage vehicle trips by providing limited parking for the private development. JPB encourages creative parking strategies with TOD projects such as unbundled parking, shared parking facilities, and/or transportation demand management, as consistent with community and Caltrain objectives.
3. **Include a balance of station access options at each site, as consistent with Caltrain's access plans and policies.** The extent to which TOD will include new parking facilities to replace existing Caltrain transit patron parking will be studied for each site and determined on a case-by-case basis. The amount of replacement patron parking will balance Caltrain station parking needs with objectives to facilitate non-vehicular access modes and generate TOD density and revenue. The JPB will seek to partner with other transit and transportation providers to provide a variety of access options, with focus on pedestrian and bicycle access.

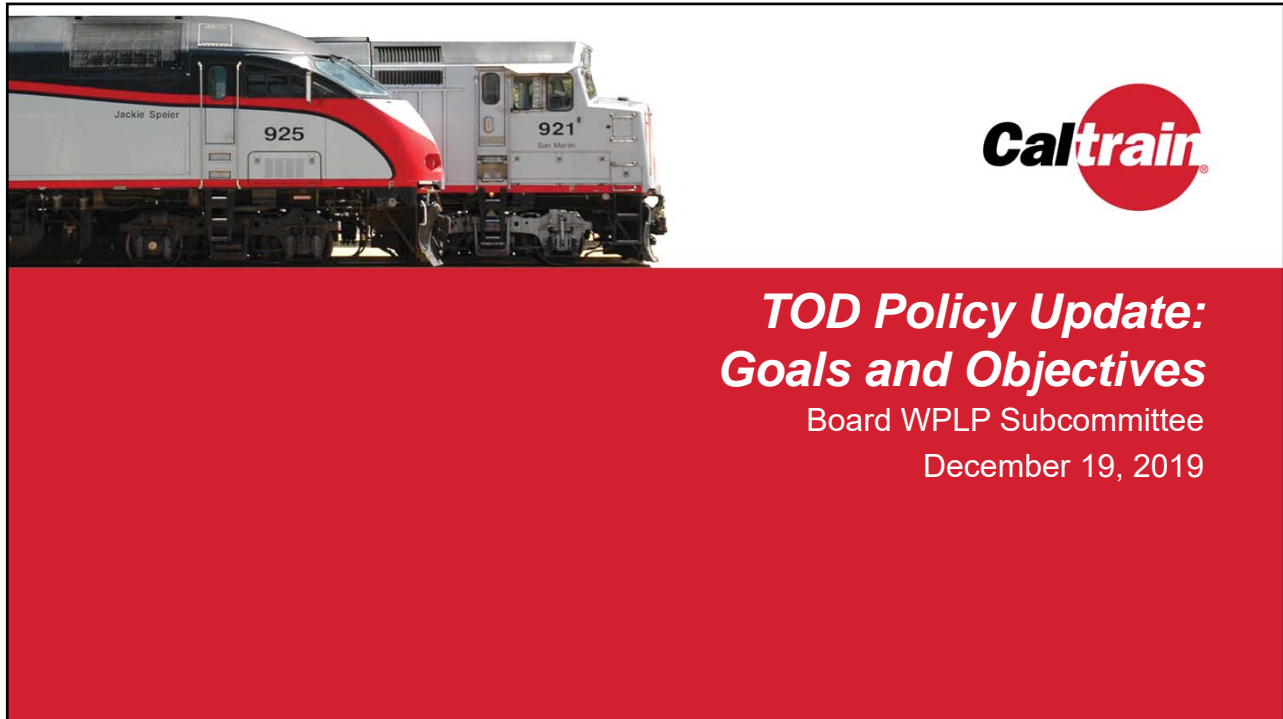
Provide affordable housing

¹ Leadership in Energy and Environmental Design

1. **Require residential TOD to provide affordable housing onsite.** Residential development will be required offer at least 20 percent of units onsite at below market rents. At least 10 percent of units will be targeted to households with incomes of no more than 80 percent of Area Median Income (AMI) and at least 10 percent of units will be targeted to households with incomes of no more than 50 percent of AMI.
2. **Partner with developers to leverage other sources of affordable housing funds.** Where possible, the JPB will encourage the use of outside sources of funding and financing to deliver affordable housing, such as Low Income Housing Tax Credits.
3. **Explore creative ways to utilize smaller opportunity sites for affordable housing.** JPB will explore ways to utilize small or irregularly-shaped parcels for affordable housing, particularly sites that offer limited opportunity for commercially viable market rate housing development.

Encourage high labor standards and contribute to workforce development

1. **Require prevailing wage for labor.** JPB requires prevailing wage compliance for all TOD projects.
2. **Encourage project labor agreements.**



TOD Policy Update: Goals and Objectives

Board WPLP Subcommittee

December 19, 2019

CONTENTS

1. Purpose of Today's Presentation
2. Timeline
3. Summary of Comments from previous WPLP
4. Economics of Affordable Housing Requirements, Replacement Parking and Soil Remediation
5. Staff Recommended TOD Policy, including recommendation for Affordable Housing
6. Next Steps/Q&A

PURPOSE OF PRESENTATION

- Present the current status and timeline for the finalization of the TOD Policy
- Review the comments received in the Work Program-Legislative-Planning Committee Meeting from September
- Present an example of a typical TOD to illustrate the economics of requiring affordable housing, replacement parking for Caltrain patrons and potential soil remediation
- Present the staff recommendation for the affordable housing component of the TOD Policy
- Present TOD Policy and ask WPLP to recommend Board Adoption



3

PURPOSE OF TOD POLICY

- Create a Board-adopted policy that expresses the Agency's goals and strategic objectives for joint development on its property
- These goals and objectives will form the basis of the Joint Development Guidelines, an administrative document that outlines the process and requirements for property asset management including strategic development



4

SCOPE OF THE TOD POLICY

- Will apply to properties that are:
 - Owned by the Agency in fee simple
 - Available for development independent from a capital project (as identified by RCUP)

- Key topics the policy will address:
 - Revenue objectives and business terms
 - Affordable housing requirements
 - A process for creating appropriate balance of access at stations and land uses in station areas



5

SCOPE OF THE JOINT DEVELOPMENT GUIDELINES

- A more detailed administrative document informed by the Board-adopted TOD policy
- Contents will include:
 - Details about properties available for development
 - Information about the developer solicitation process
 - Guidelines for deal structure(s) and business terms
 - Goals for development of agency property:
 - Land uses and cooperative processes with other agencies and land owners
 - Affordable housing



6

TOD POLICY PROCESS

Today

- Provide analysis of trade-offs related to affordability, parking and hazmat
- Present TOD Policy and request WPLP Committee recommendation for Board adoption

January 2020

- Propose Board adoption of Final TOD Policy



SUMMARY OF WPLP COMMENTS 9/25/2019 (1 of 4)

- Important to maximize development potential
 - Work with Cities, private partners, non-profits
 - Set clear expectations of development in concert with partners
 - Frequency of service should be coupled with meeting high standards for TOD
 - Should not be afraid to set a minimum density, should not be constrained by the existing density limits in the surrounding community
 - Think about what's right and be brave enough to say no
- Long term lease with revenue participation makes sense
 - It's good to retain control of property over the long term



SUMMARY OF WPLP COMMENTS (2 of 4)

- Complete communities means the area has the right mix of uses, but not every project needs to be mixed use
 - Avoid hard and fast rules about mixed use, e.g. ground floor retail may not be needed as a part of every project
 - Work with communities to ensure the use on the JPB property makes sense within that community
- Complete communities are also more equitable
 - Bringing in a community attractor that is accessible to walk/ped, such as a grocery store, is part of the equity consideration
 - Community partners can help meet specific community needs
 - Complete communities can reduce the need for private auto ownership for some households

SUMMARY OF WPLP COMMENTS (3 of 4)

- Environmental sustainability and reducing private vehicle travel
 - Consider green development standards such as a solar requirement or banning natural gas
 - Committee receptive to reducing or eliminating Caltrain parking, but need to tread carefully (e.g. deal with overflow issues)
 - Encourage east-west connections to the station areas
 - Consider shared parking in developments
 - TOD Policy should avoid subsidizing private car travel

SUMMARY OF WPLP COMMENTS (4 of 4)

- Affordable Housing
 - Committee recognizes the importance of affordable housing and understands there are trade-offs
 - A reliable revenue source is good, but the Agency should consider tradeoffs between providing affordable housing vs. maximizing revenue
 - Some members expressed desire for a very high level of affordability



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PRELIMINARY FINDINGS FROM RCUP

The Rail Corridor Use Policy (RCUP) project performed a preliminary assessment of JPB sites to understand the remaining potential development opportunities after considering property needed to support the railroad's current and future needs.

LOCATION	Acreage Remaining after Service Vision Capital Project Overlay	Note
Redwood City Station	1.7 acres	Irregularly shaped site includes transit center and creek
Mountain View Station	3.1 acres	Includes transit center and easement to VTA
Total	4.8 acres	



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OTHER POTENTIAL OPPORTUNITY SITES

PRELIMINARY

Location	Acreage Remaining after Service Vision Capital Project Overlay	Note
Williams Ave & Diana St, San Francisco	1.4 acres	Site occupied with community garden and over tunnel
South San Francisco Station	1.3 acres	Most of the site is under 101 and it is not independently developable
San Mateo Station	1.1 acres	Subject to long term lease with City of San Mateo
2 nd Avenue, San Mateo	0.3 acres	Great location, very small site
Hillsdale Station	0.6 acres	Not independently developable
Menlo Park Station	1.2 acres	Very narrow, includes many parking spaces and is a historical station site
Sunnyvale Station	0.9 acres	Used as the station's primary access point, shuttle and parking



REVIEW OF AFFORDABLE HOUSING POLICIES AT OTHER AGENCIES

	BART	VTA	LA Metro	WMATA
Affordable Housing Requirement	35% of units as portfolio-wide goal 20% of units at a minimum at any station area	35% of units as portfolio-wide goal 20% of units at a minimum at any station area	35% of units as portfolio-wide goal No station area minimum	Expresses support for affordable housing on JD sites with no specific targets or requirements
Affordable Housing Income Targets	Prioritizes Very Low (<50% of AMI) and Low (51-80% of AMI) incomes	All affordable units below 60% of AMI At least half the units below 50% of AMI	60% of AMI and below	Agency has no targets and defers to policies of local jurisdictions in which projects reside.

For the purposes of this presentation, "affordable" or "below market rate" housing refer to housing units that have required limits on monthly rent. The rent levels are set to be affordable to households at specific income level(s) targeted by the policy.



REVIEW OF AFFORDABLE HOUSING POLICIES IN A SAMPLING OF CITIES ALONG THE CORRIDOR

Onsite affordable housing policies for multifamily rental projects along the Caltrain corridor:

- Range from 10-20% of units onsite
- Tend to focus more on Low and Very Low incomes

Jurisdiction	Required Onsite Affordable Percent by Income Level			Total
	Very Low (30-50% of AMI)	Low (50-80% of AMI)	Moderate (80-120% of AMI)	
San Francisco ^[a]	12% ^[b]	4%	4%	20%
South San Francisco	5%	10%	--	15%
San Mateo City	--	10%	--	10%
Burlingame	--	--	10%	10%
San Carlos	10%	5%	--	15%
Redwood City	5%	5%	10%	20%
Menlo Park	--	--	15%	15%
Palo Alto	<i>Policy currently in development</i>			
Mountain View	<i>At least 2 AMI levels averaging 65%</i>			15%
Sunnyvale	5%	10%	--	15%
Santa Clara	<i>Incomes must average to 100% of AMI</i>			15%
San Jose	6%	9%	--	15%

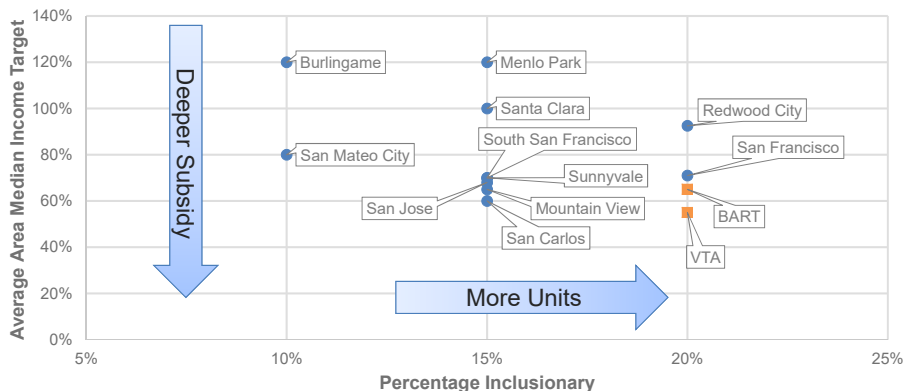


[a] San Francisco's policy includes an annual schedule of inclusionary rates. For 2020, the general requirement for rentals will be 12% at 55% AMI, 4% at 80% AMI, and 4% at 110% of AMI.

[b] The lowest income level is defined in San Francisco as 55% of AMI.

REVIEW OF AFFORDABLE HOUSING POLICIES

Affordable Housing Requirements for Rental Projects for Jurisdictions along the Caltrain Corridor and other Transit Agencies



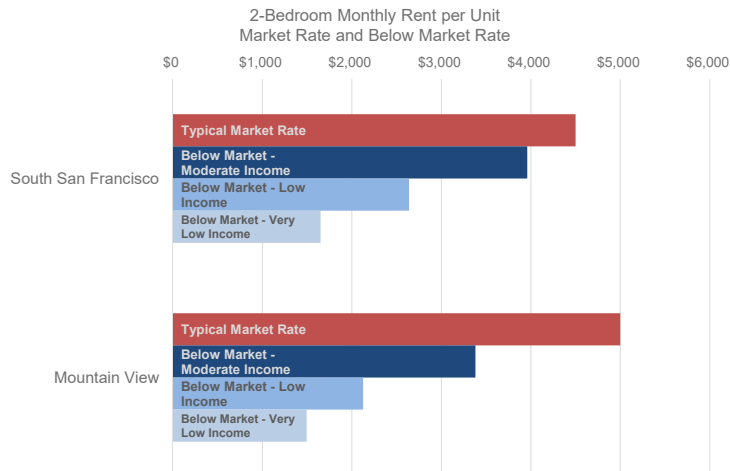
* BART prioritizes Very Low and Low Income households but does not specify the share going to each income category. The 65% AMI target assumes a 50/50 split between units affordable to Low and Very Low Income households.



JC17

COMPARISON OF MARKET RATE AND BELOW MARKET RATE RENTS

- City affordability requirements reduce rents that can be collected from tenants thereby effectively reducing the value of property on which housing is built



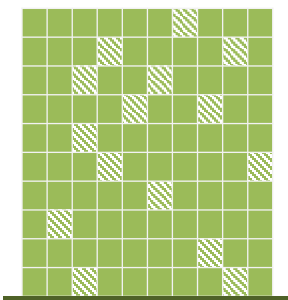
ECONOMIC IMPACT OF AFFORDABLE HOUSING REQUIREMENTS

ILLUSTRATIVE

Residential TOD:

85 Market Rate Units

15 BMR Units



- Based on ongoing analysis of the economics of multifamily housing along the Caltrain corridor, Strategic Economics developed an example to illustrate the economic trade-offs of an affordable housing policy
- Consider a joint development project proposal for 100 dwelling units
- Assume a **baseline level of affordability of 15% Below Market Rate units on-site**, affordable to Low Income and Very Low Income households (50/50 split)
- Assuming this baseline, joint development revenues to the Agency might be **\$10 million** (in net present value)
- This example assumes **no outside funding sources** for affordable housing and **no replacement transit parking**



Slide 17

JC17 An interesting thing to point out here is that Mountain View is a high rent market within a lower income county (SCC), while South City is a relatively lower rent market within a higher rent county (SMC). Thus the gap in revenue that has to be filled in order to get affordable units is much more significant for Mtn View than it is for South City.

Jake Cummings, 12/13/2019

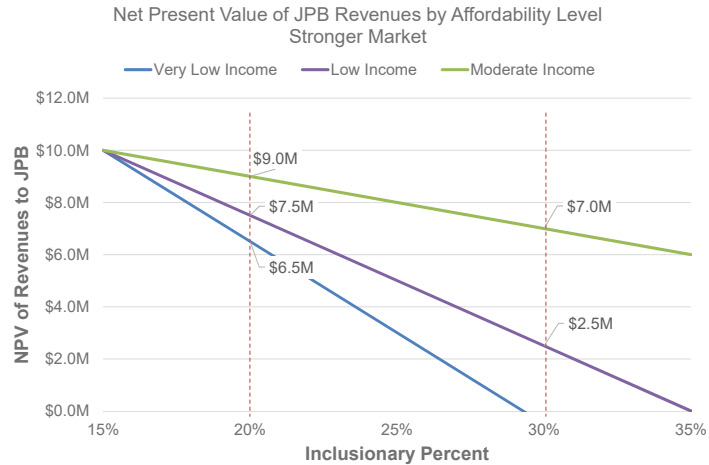
ECONOMIC IMPACT OF AFFORDABLE HOUSING REQUIREMENTS

ILLUSTRATIVE

To attain a higher level of affordability without outside funding, the Agency may need to accept less ground rent to make up the difference in the reduced income from the development.

In this example, increasing number of BMR units beyond the baseline costs the Agency approximately:

- \$200,000 per additional Moderate Income unit (80-120% AMI)
- \$500,000 per additional Low Income unit (50-80% AMI)
- \$700,000 per additional Very Low Income unit (30-50% of AMI)

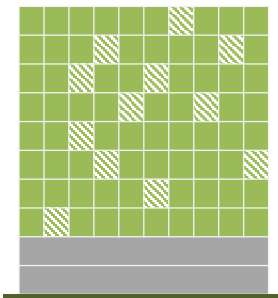


ECONOMIC IMPACT OF REPLACEMENT PARKING

ILLUSTRATIVE

Residential TOD:

- 68 Market Rate Units
- ▨ 12 BMR Units
- Caltrain Parking



Including replacement parking for Caltrain patrons has 2 impacts on the development value for JPB:

- JPB must reimburse the developer for **development costs of the parking, typically \$65,000 per parking space**
- Providing this **reduces the total area** that can be devoted to income-generating uses

In this illustrative example, including 60 spaces of replacement parking to serve Caltrain would reduce Agency revenues from **\$10 million to \$4.1 million**

(Note the development will have its own parking spaces serving the residential units in addition to the parking for Caltrain patrons)



IMPACT OF POTENTIAL SOIL REMEDIATION

Often former railroad sites are impacted by soils that need to be remediated, which has 2 potential impacts on the development of JPB sites:

- Constitute materials in the soils may impact potential uses of the site
 - Sometimes high levels of certain materials may limit uses that can occur on sites
 - Cost of remediation might make certain uses infeasible
- JPB may be responsible for paying the cost to remediate soils on its property
 - Costs are reduced if remediation occurs in conjunction with development
 - In the Hayward Park deal JPB is responsible for 90% of incremental costs to remediate hazmat with a cap of \$2 Million
 - Funds “come off the top” of lease revenue



ECONOMIC IMPACT OF AFFORDABLE HOUSING REQUIREMENT RECOMMENDED BY STAFF

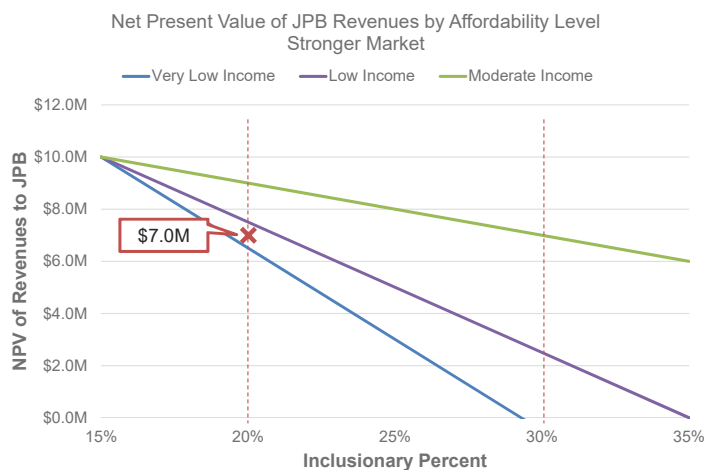
ILLUSTRATIVE

In this illustrative example, if the policy of JPB is to:

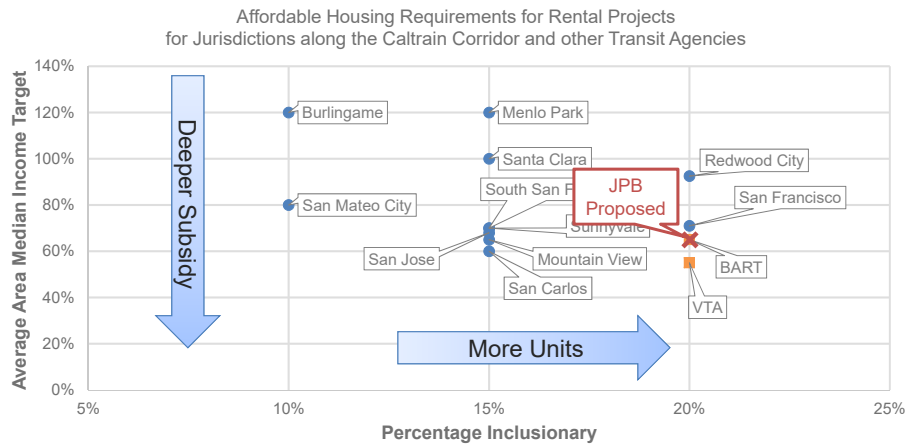
- Increase the affordable housing requirement from 15% to 20%, and
- Retain the even split between units affordable to Low and Very Low Income households

Then:

- The value of development to JPB is reduced from **\$10 million to \$7.0 million**



REVIEW OF AFFORDABLE HOUSING POLICIES



* BART prioritizes Very Low and Low Income households but does not specify the share going to each income category. The 65% AMI target assumes a 50/50 split between units affordable to Low and Very Low Income households.



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STAFF RECOMMENDATION FOR AFFORDABLE HOUSING

1. Require residential TOD to provide affordable housing onsite
 - Require a minimum of 20% of units affordable at each station area:
 - At least 10% of units targeted to Very Low Income households (no more than 50% of AMI)
 - The remainder of units targeted to Low Income households (no more than 80% of AMI)
 - No portfolio-wide goal because there are so few sites
2. Partner with developers to leverage other sources of affordable housing funds
3. Explore creative ways to utilize smaller and less conventional opportunity sites for affordable housing



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AFFORDABLE REQUIREMENT ALLOWS FOR FLEXIBILITY

- Example approaches:
 - JPB partners with a private developer who meets the requirement with a mixed income project (previous example)
 - JPB partners with an affordable housing developer that can leverage funding sources to deliver a 100% affordable project
 - JPB partners with both a conventional developer and an affordable developer for a combined TOD that meets or exceeds the requirement
- At Board discretion, JPB may accept reduced revenues in exchange for additional affordable units



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RECOMMEND TOD POLICY FOR ADOPTION

- Staff has appeared before the Board once and WPLP twice (before today) to discuss goals and objectives for TOD Policy
 - The policy includes feedback from these sessions and adds in recommendations as to affordably goals and objectives
- Staff recommends that WPLP recommend the TOD Policy for adoption by the Board of Directors at is January 6, 2020 Meeting



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NEXT STEPS

- Board asked to adopt TOD Policy
- Staff drafts Joint Development Guidelines
 - Includes more detailed inventory of potential development sites based on results of RCUP
 - Evaluates and refines potential strategies based on inventory

Questions?

**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</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.

<p>jurisdictions with a small number of disadvantaged communities.</p>	
<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.

California's rail network for the next 20 years and beyond.

- Ensure the State Rail Plan appropriately characterizes the Caltrain system and future plans.
- Ensure any planning, development, or policy proposals for a second bay crossing are consistent with Caltrain policies and planning.

Federal

Funding Opportunities and Challenges

Issue / Background

Strategy

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.

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.

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.

- 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 transit agencies.</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 agency’s transportation needs.
<p>Transportation Projects</p>	
<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</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>prepare the railroad to expand and integrate into a regional rail network.</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>	
<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</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>years, including \$259 billion for highway formula programs. The total represents an increase of over 27 percent from FAST Act funding. The 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.