



JEFF GEE, CHAIR  
DEV DAVIS, VICE CHAIR  
PAT BURT  
CINDY CHAVEZ  
STEVE HEMINGER  
RICO E. MEDINA  
RAY MUELLER  
SHAMANN WALTON  
MONIQUE ZMUDA

MICHELLE BOUCHARD  
EXECUTIVE DIRECTOR

# AGENDA

## PENINSULA CORRIDOR JOINT POWERS BOARD

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

Committee Members: Cindy Chavez, Steve Heminger

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

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

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

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

~~January 25, 2023 – Wednesday~~

~~3:00 pm~~

**January 26, 2023 – Thursday**

**1:30 pm**

**REVISED/RESCHEDULED 1-20-23, APPROX. 4:00 PM**

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

1. Call to Order / Pledge of Allegiance
2. Roll Call
3. 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 to reply.
4. Meeting Minutes of November 16, 2022 Motion
5. Authorize the Executive Director to Enter into an Agreement to Underground a Interconnect Facility to Traction Power Station 1 in South San Francisco\* Motion
6. Declare Certain Real Property Located at Redwood City Caltrain Station Exempt Surplus Land Pursuant to the Surplus Land Act Motion
7. Authorize TAMC – JPB Memorandum of Understanding for Salinas Extension\* Motion
8. San Francisco Downtown Extension (DTX) Draft Caltrain Principles for Negotiations Motion
9. State and Federal Legislative Update Informational
10. Caltrain Ridership Growth Task Force Update Informational
11. Committee Member Requests
12. Date/Time of Next Regular WPLP Committee Meeting: **Note – this will be the last WPLP Committee meeting and the scope of work will be split into two new Committees beginning Feb. 2023 with Technology, Operations, Planning, and Safety (TOPs) at 1:30 pm and Advocacy and Major Projects (AMP) Committee at 3:30 pm on February 22, 2023, ~~None – WPLP will be replaced with TOPS/AMP Committee February 22, 2023, 1:30pm and 3:30pm, respectively via Zoom~~** (additional location, if any, to be determined).
13. Adjourn

**REVISED/RESCHEDULED 1-20-23, APPROX. 4:00 PM**  
**Information for the Public**

All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board. If you have questions on the agenda, please contact the JPB Secretary at 650.508.6242. Agendas are available on the Caltrain website at [www.caltrain.com](http://www.caltrain.com). Communications to the Board of Directors can be e-mailed to [board@caltrain.com](mailto:board@caltrain.com). *Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电1.800.660.4287*

**Date and Time of Board and Committee Meetings**

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

**Location of Meeting**

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

**Public Comment\***

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**Accessible Public Meetings/Translation**

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

**Availability of Public Records**

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

**Peninsula Corridor Joint Powers Board  
Work Program – Legislative – Planning Committee (WPLP)  
1250 San Carlos Avenue, San Carlos CA 94070**

**Draft Minutes of November 16, 2022**

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

**MEMBERS ABSENT:** S. Heminger

**STAFF PRESENT:** M. Bouchard, J. Harrison, C. Fromson, R. Barnard, M. Jones, W. Lau, D. Ryan, D. Chazan, S. Wong, K. Scribner

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

Chair Charles Stone called the meeting to order at 3:00 p.m. and Director Cindy Chavez led the Pledge of Allegiance.

**2. Roll Call**

Assistant District Secretary Shirley Wong called the roll and confirmed a quorum was present.

**3. Public Comment For Items Not On The Agenda**

Adrian Brandt commented on a future viewing opportunity for the public on the electrification project and the media coverage at Diridon station.

**4. Approve Meeting Minutes of September 28, 2022**

Motion/Second: Chavez/ Stone

Ayes: Chavez, Stone

Noes: None

Absent: Heminger

*Items 7, 9, 10, and 11 were deferred to next meeting*

**5. Adopt Caltrain Short-Range Transit Plan (SRTP) for Fiscal Years 2023 to 2028**

Michelle Bouchard, Executive Director, clarified that this was a Metropolitan Transportation Commission (MTC) requirement and critical for the Board to adopt in December for Caltrain to remain in compliance for eligible funding.

Melissa Jones, Deputy Director Policy Development, provided a presentation, which included the following highlights:

- MTC has new requirement for all transit operators to submit a Board-adopted SRTP by December 29 to remain eligible for funding
- Significantly different to last SRTP adopted 2019
- Comparison between pre-pandemic service to current service
- Recent service changes and frequency of commuting

- Reviewed various scenarios and Scenario 4 presented a more complete financial picture of planned operations
- Projected operating deficit with expenditures expected to be significantly greater than project revenue

The Board had a discussion and staff provided further clarification in response to the Board members comment and question on the following:

- Whether the scenarios are needed to assist with fund development with MTC
- Whether the 4<sup>th</sup> scenario is something that Caltrain and other agencies can use to figure out fund development strategies

#### Public Comment

Adina Levin, Friends of Caltrain, commented on what this implies with MTC strategy, capital funding, and state of good repair.

Adrian Brandt, San Mateo County, commented on weekday ridership numbers in the Citizens Advisory Committee (CAC) packet and ridership demographics.

Motion/Second: Chavez/ Stone moved to approve with a request to talk about opportunities and options for metrics that they may want to offer to MTC

Ayes: Chavez, Stone

Noes: None

Absent: Heminger

#### **6. Adoption of the 2022 Title VI Program**

Wendy Lau, Manager, Civil Rights Programs, provided the presentation, which included the following information:

- 2022 updates, transit provider reporting requirements including increased need for translation and interpretation
- Minority census tracts and low-income census tracts compared to station service areas
- Service standards, monitoring policies, and next steps

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

- Receiving the presentation earlier
- Clarification on aligning these analyses with the overall goal of the organization
- Language accessibility – listing each of the item connections to the work being done
- Whether the staffing for this analysis is also the lead staff for Caltrain equity work
- Bringing on the Government Alliance on Race and Equity (GARE) for the agency

Public Comment

Adina Levin, Friends of Caltrain, commented on correlating this with the GoPass donation program, and Title VI not focusing on equity components in the business plan.

Motion/Second: Chavez/ Stone moved to approve with the request that staff be prepared to talk about how the backbone of this study could lay some groundwork for additional equity work

Ayes: Chavez, Stone

Noes: None

Absent: Heminger

**7. State and Federal Legislative Update**

This item was deferred to the next meeting.

**8. Corridor Crossing Strategy**

Jill Gibson, Transportation Planner, Kimley-Horn, provided the presentation on the following information:

- Strategy engagement, and outreach schedule
- Looking ahead with website launch on Jan 1

The Board had a discussion and staff provided further clarification in response to the Board members comments and questions on how other counties handle grade separations and seeing them live for better context.

**9. San Francisco Downtown Rail Extension Master Cooperative Agreement Update**

This item was deferred to the next meeting.

**10. Caltrain Go Pass Donation Program Update**

This item was deferred to the next meeting.

**11. Capital Projects Quarterly Status Report - 1st Quarter Fiscal Year 2023**

This item was deferred to the next meeting.

**12. Committee Member Requests**

There were none.

**13. Date/Time of Next Regular WPLP Committee Meeting:** Wednesday, December 21, 2022 at 3:00 pm via Zoom (additional location, if any, to be determined).

**14. Adjourn**

The meeting adjourned at 4:00 p.m.

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Work Program - Legislative Planning Committee  
Through: Michelle Bouchard, Executive Director  
From: James Harrison, General Counsel  
Subject: **Authorize the Executive Director to Enter into an Agreement to Underground a Interconnect Facility to Traction Power Station 1 in South San Francisco**

Finance Committee  
Recommendation

Work Program-  
Legislative-Planning  
Committee  
Recommendation

Staff Coordinating  
Council Reviewed

Staff Coordinating Council  
Recommendation

**Action**

1. Authorize the Executive Director, or designee, to enter into a Design, Construction and Reimbursement Agreement (580 Dubuque Underground Electric Power Project) with IQHQ-Spur Ph I, LLC, a Delaware limited liability company (“IQHQ”), to underground a PG&E-owned interconnect facility to Traction Power Station 1 in South San Francisco (the “Agreement”); and
2. Authorize the Executive Director, or designee, to convey all easement rights necessary to effectuate moving PG&E’s existing overhead facility underground.

**Significance**

IQHQ is building a life sciences commercial real estate development project on property next to the San Francisco Caltrain Station and JPB’s Traction Power Station Number 1. IQHQ believes that the PG&E-owned overhead power lines that connect TPS-1 to PG&E’s local substation through the South San Francisco Caltrain Station (“TPS-1 Interconnect”) will create substantial marketing, leasing and operational difficulties for its development. Both IQHQ and the City of South San Francisco requested that Caltrain allow the lines to be undergrounded. JPB staff is supportive of the request based on IQHQ’s agreement to reimburse the JPB for its staff time associated with the Project, to indemnify the JPB against potential liability associated with the work, and to compensate JPB for any disruption caused by the work.

**Budget Impact**

The JPB will not incur any costs associated with IQHQ’s undergrounding of the TPS-1 Interconnect.

**Background**

Caltrans purchased all of the Caltrain stations along the Peninsula Corridor Right of Way from South Pacific Railroad in the 1980s, including the South San Francisco Caltrain Station (“Station”), and transferred them to JPB in the mid-1990s. This purchase did not include IQHQ’s property located just west of the Station.

As part of its development, IQHQ wishes to maximize connectivity to the Caltrain and South San Francisco Station and the surrounding area. As part of these enhancement, IQHQ wishes to underground the TPS-1 Interconnect. JPB staff is also working with IQHQ to develop a series of other agreements to enhance the Station, which will be the subject of separate agreements.

The TPS-1 Interconnect was built by PG&E, to PG&E standards, with funds provided by the Caltrain Electrification Project. JPB provided PG&E with an overhead easement over its right of way and part of the Station, and PG&E will own, operate and maintain the facility at PG&E's cost.

As part of the Agreement, IQHQ will be required to work with PG&E to rebuild an underground facility. The facility must be built to PG&E's standards and will be owned, operated and maintained by PG&E after its acceptance by PG&E. All work will be at IQHQ's cost, with all of JPB's staff time to be reimbursed by IQHQ. When completed to PG&E standards, and approved by JPB staff, the new Interconnect Facility will be connected to TPS-1. As part of PG&E's acceptance of the facility, JPB will grant PG&E an underground easement to replace the existing overhead easement, and PG&E will release its right, title and interest in the existing overhead easement. IQHQ will also be required to demolish the overhead facility once the underground facility is up and running.

Prepared By: Brian W. Fitzpatrick      Director, Real Estate and      (650) 508-7781  
Development



**Resolution No. 2023-**

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

\* \* \*

**Authorizing the Executive Director to Enter into a Design, Construction and Reimbursement Agreement (580 Dubuque Underground Electric Power Project) with IQHQ-Spur Ph I, LLC, to Underground a PG&E-owned Interconnect Facility to Traction Power Station 1 in South San Francisco**

**Whereas**, the Peninsula Corridor Joint Powers Board (“JPB”) owns the South San Francisco Caltrain Station (the “Station”), and has constructed a traction power facility associated with the electrification of Caltrain (“TPS-1”) within a portion of the Station property; and

**Whereas**, PG&E built, with funds provided by the Caltrain Electrification Project, an overhead power transmission facility to connect TPS-1 to a local PG&E substation (the “Interconnect Facility”); and

**Whereas**, JPB provided PG&E with an overhead easement over its right of way and part of the Station, and PG&E will own, operate and maintain the Interconnect Facility at PG&E’s cost; and

**Whereas**, IQHQ-Spur Ph I, LLC, a Delaware limited liability company (“IQHQ”) is building a life sciences commercial real estate development project on property next to the South San Francisco Caltrain Station and JPB’s Traction Power Station Number 1; and

**Whereas**, IQHQ believes that the PG&E-owned Interconnect Facility will create substantial marketing, leasing and operational difficulties for their development; and

**Whereas**, both IQHQ and the City of South San Francisco requested that Caltrain allow the the Interconnect Facility to be undergrounded through Caltrain property; and

**Whereas**, JPB staff is supportive of the request based on IQHQ's agreement to reimburse the JPB for its staff time associated with the Project, to indemnify the JPB against potential liability associated with the work, and to compensate JPB for any disruption caused by the work; and

**Whereas**, after the new Interconnect Facility is completed, JPB will grant PG&E an underground easement to replace the existing overhead easement, and PG&E will release its right title and interest in the existing overhead easement; and

**Whereas**, IQHQ will also be required to demolish the overhead facility once the underground facility is up and running.

**Now, Therefore, Be It Resolved** that the JPB finds that the above recitals are true and correct.

**Be it Further Resolved** that the JPB authorizes the Executive Director, or designee, to enter into a Design, Construction and Reimbursement Agreement with IQHQ to underground a PGE-owned interconnect facility to Traction Power Station 1 in South San Francisco; and

**Be It Further Resolved** that the JPB Authorize the Executive Director, or designee, to convey all easement rights necessary to effectuate moving PG&E's existing overhead facility underground.

Regularly passed and adopted this 2<sup>nd</sup> day of February 2023 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Work-Program-Legislative-Planning Committee  
Through: Michelle Bouchard, Executive Director  
From: James Harrison, General Counsel  
Subject: **Declare Certain Real Property Located at Redwood City Caltrain Station  
Exempt Surplus Land Pursuant to the Surplus Land Act**

Finance Committee  
Recommendation

Work Program-  
Legislative-Planning  
Committee  
Recommendation

Staff Coordinating  
Council Reviewed

Staff Coordinating Council  
Recommendation

**Action**

Staff recommends that the Board of Directors (“Board”) of the Peninsula Corridor Joint Powers Board (“JPB”) adopt the following resolution to declare property at the Redwood City Caltrain Station as “Exempt Surplus Land” pursuant to the Surplus Land Act.

**Significance**

The JPB owns a 112,900 square foot property adjacent to the Redwood City Caltrain Station, currently used as a parking lot and bus transit center (the “Property”). The Property is also encumbered by a natural creek channel known as Little River Park, which prevents this portion of JPB’s property from being used for transit purposes or development.

The City of Redwood City (City) approached the JPB about participating in a three-way property exchange between the JPB, the City of Redwood City, and a local developer, the Minkoff Group. In the proposed exchange, the JPB will swap a portion of the Property for property owned by the Minkoff Group (see Figure 1, attached). After the exchange, the JPB’s new property interest (the “New Property”) will consist of approximately 107,355 square feet and in the near term will continue to be used for the SamTrans bus transit facility and a (reconfigured) Caltrain parking lot. While this will result in a net reduction of approximately 5,655 square feet of JPB-owned property, this loss will be more than offset by the planned relocation of the Little River Park encumbrance into a new creek channel on the adjacent Minkoff property.

This exchange will help to realize the vision of the Redwood City Transit District, enable development on the property owned by the Minkoff Group, and create a more regularly shaped JPB-owned parcel that can be considered in the future for residential TOD.

The Surplus Land Act governs the disposal of surplus land by local agencies, including the JPB (Gov. Code § 54220 et seq), and provides an exemption for "surplus land that a local agency is exchanging for another property necessary for the local agency’s use." Gov. Code § 54221(f)(1)(C). The Board is required to send a notice of exemption determination for any land

that has been declared “exempt surplus land” to the California Department of Housing and Community Development (HCD) at least 30 days prior to disposition of the property. Staff have confirmed with HCD that the Property qualifies as “exempt surplus land” pursuant to the Surplus Land Act, Government Code Section 54221(f)(l)(C).

**Budget Impact**

No budget impact.

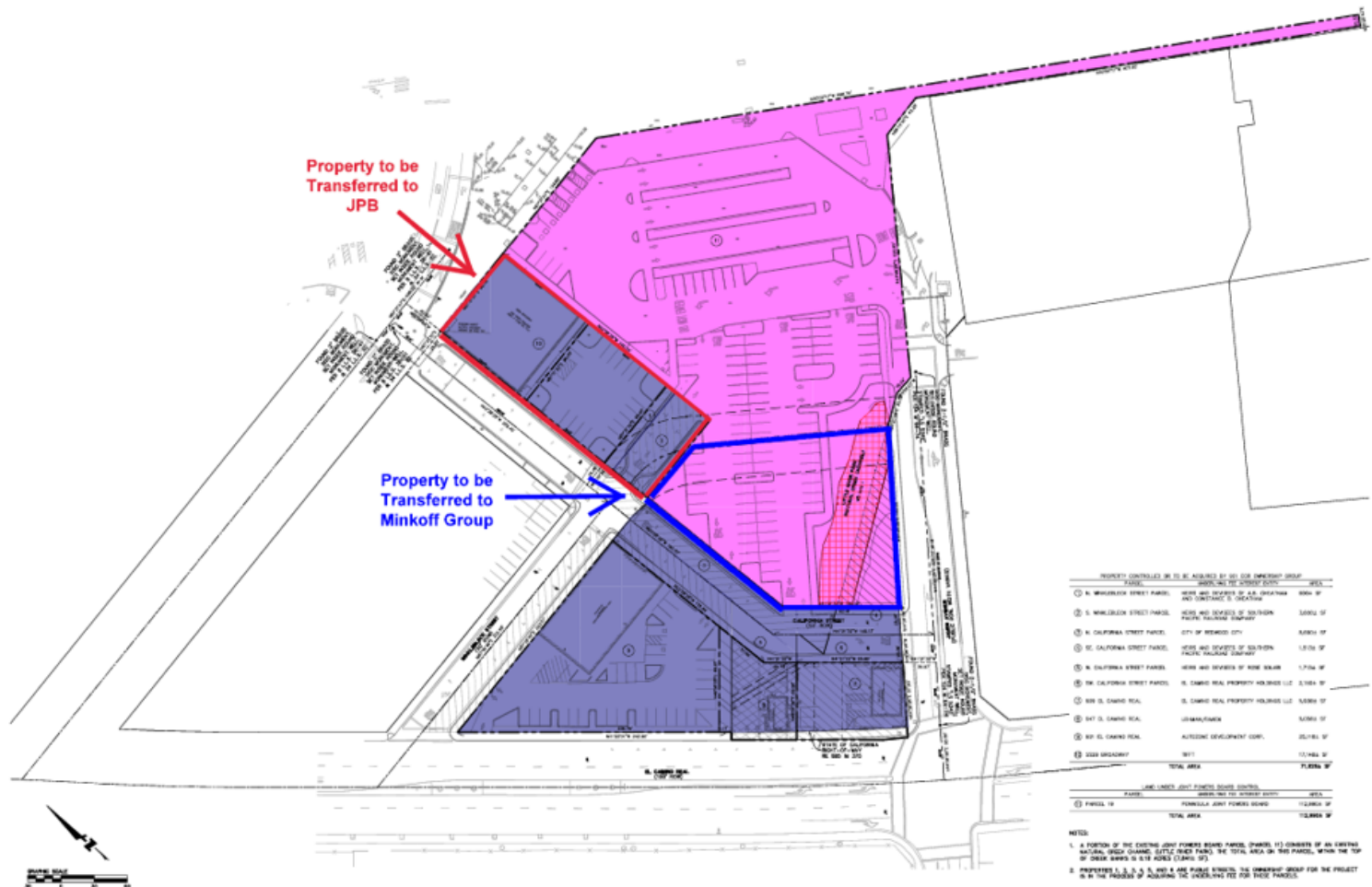
**Background**

The Property is located within the Redwood City Transit District, a subarea within the City’s Downtown Precise Plan. The Transit District is envisioned to include a new grade separated four-track hub station for Caltrain, along with transit-oriented development. The proposed property exchange will help to realize the vision of the Transit District, by creating a more efficient street grid and enabling additional transit-oriented development. It will also facilitate the Minkoff Group’s proposed development, which is planned to include commercial office, a teen center, a public plaza, a reconfigured creek channel, and 60 units of affordable housing at an off-site location. Before staff can proceed with negotiations regarding the land swap, the JPB must first meet Surplus Land Act requirements.

At the August 2022 Board Meeting, the Board adopted Resolution 2022-44, authorizing the (then Acting) Executive Director or designee to enter into a Participation Agreement with the City of Redwood City to assist in funding plan amendments and an Environmental Impact Report that will help to enable up to 315 residential units to be built on the site. While the property exchange will result in an improved site for future development, the existing Property could also be developed to include a transit-oriented development if for any reason the property exchange does not occur. Any future redevelopment of the site would also likely include transit facilities. If the JPB decides to move forward with redevelopment of the site to include transit facilities as well as housing development in the future, it will do so in accordance with Surplus Land Act requirements.

Prepared By:	Megan LaRocque	Real Estate Administrator	650.508.7978
	Nadine Fogarty	Deputy Director TOD and Real Estate	650.551.6171

= JPB Owned Property  
 = Minkoff Group/El Camino Property Holdings LLC owned prior to exchange



LAND TRANSFER OVERALL EXHIBIT - EXISTING PROPERTY TO BE ASSEMBLED BY OWNERSHIP  
801 EL CAMINO - REDWOOD CITY

06/06/2022

FIGURE 1

**Resolution No. 2023-**

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

\* \* \*

**Declaring Certain Real Property Located at Redwood City Caltrain Station Exempt  
Surplus Land Pursuant to the Surplus Land Act**

**Whereas**, the Peninsula Corridor Joint Powers Board (“JPB”) owns a 112,990 square foot property currently used as a parking lot and bus transit center adjacent to the Redwood City Sequoia Caltrain Station (the “Property”, identified as “11” and shown in pink on Exhibit A, attached); and

**Whereas**, the City of Redwood City (“City”) approached the JPB about its interest in participating in a three-way property exchange at the Redwood City Caltrain Station between the JPB, the City and Minkoff Group, a local developer; and

**Whereas**, the Minkoff Group plans to assemble adjacent properties including ones within the existing California Street right of way identified as “1-10” in Exhibit A, and after Minkoff Group assembles the properties it will own the parcels identified as “1-10” and shown in grey on Exhibit B (Properties); and

**Whereas**, the JPB intends to convey part of the Property identified as “11” to the Minkoff Group in exchange for a subset of the Properties that the Minkoff Group will assemble, as shown on Exhibit C (the part of the Property to be exchanged to Minkoff is referred to as the “Partial JPB Property”); and

**Whereas**, the property that will be owned by each entity after the exchange is shown on Exhibit D, with the property to be owned by the JPB after the exchange identified as “1” and

shown in pink, and the property to be owned by the Minkoff Group after the exchange identified as “2” and shown in grey; and

**Whereas**, the property exchange is consistent with the City’s Transit District planning effort and will help to make possible a more efficient street grid and enable transit-oriented development within the District; and

**Whereas**, the reconfigured JPB property (identified as “1” and shown in pink in Exhibit D) will continue to be used for transit parking and a bus transit facility in the near term but will also create a more regularly-shaped development parcel that could be redeveloped to include residential development in the future; and

**Whereas**, the JPB staff have determined that this use and the property exchange is consistent with the Rail Corridor Use Policy (RCUP); and

**Whereas**, pursuant to the Surplus Land Act (Government Code Section 54220, et. seq.) “surplus land” is land owned in fee simple by any local agency for which the local agency’s governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency’s use; and

**Whereas**, pursuant to the Surplus Land Act, land shall be declared either “surplus land” or “exempt surplus land,” as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency’s policies and procedures; and

**Whereas**, pursuant to the Surplus Land Act, Government Code Section 54221(f)(1)(C), “exempt surplus land” includes “surplus land that a local agency is exchanging for another property necessary for the local agency’s use.”



**Now, Therefore, Be It Resolved** that the JPB finds that the above recitals are true and correct.

**Be it Further Resolved** that the JPB hereby finds that the Partial JPB Property is exempt surplus land pursuant to Government Code Section 54221(f)(1)(C) because it will be exchanged for another property necessary for the agency's use consistent with the RCUP;

**Be It Further Resolved** that the JPB directs the Executive Director or designee to transmit a copy of this Resolution to the California Department of Housing and Community Development no later than thirty (30) days prior to the disposition of the property and take any other actions as necessary to give effect to this resolution.

Regularly passed and adopted this 2<sup>nd</sup> day of February, 2023 by the following vote:

Ayes:

Noes:

Absent:

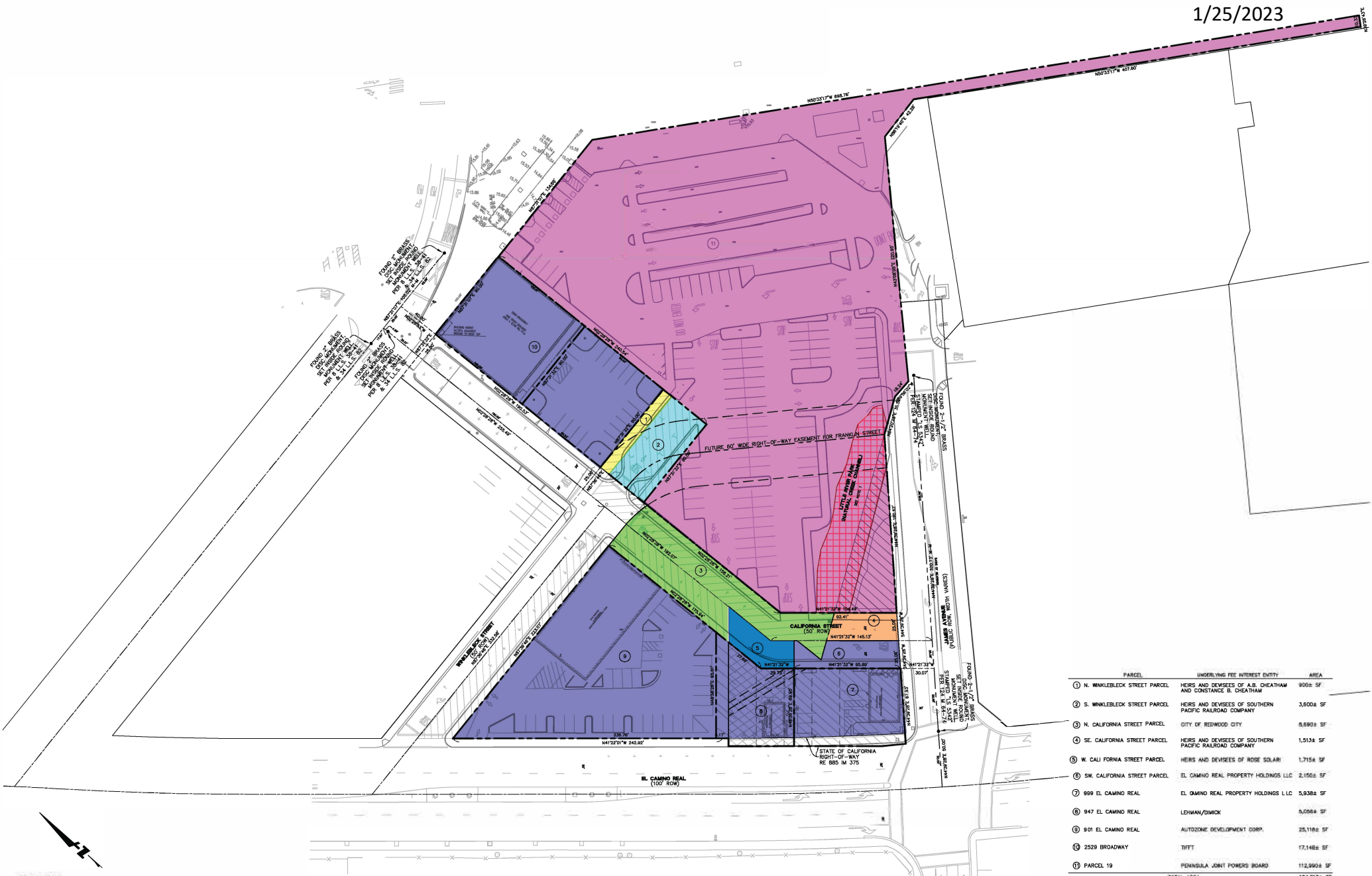
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Chair, Peninsula Corridor Joint Powers Board

Attest:

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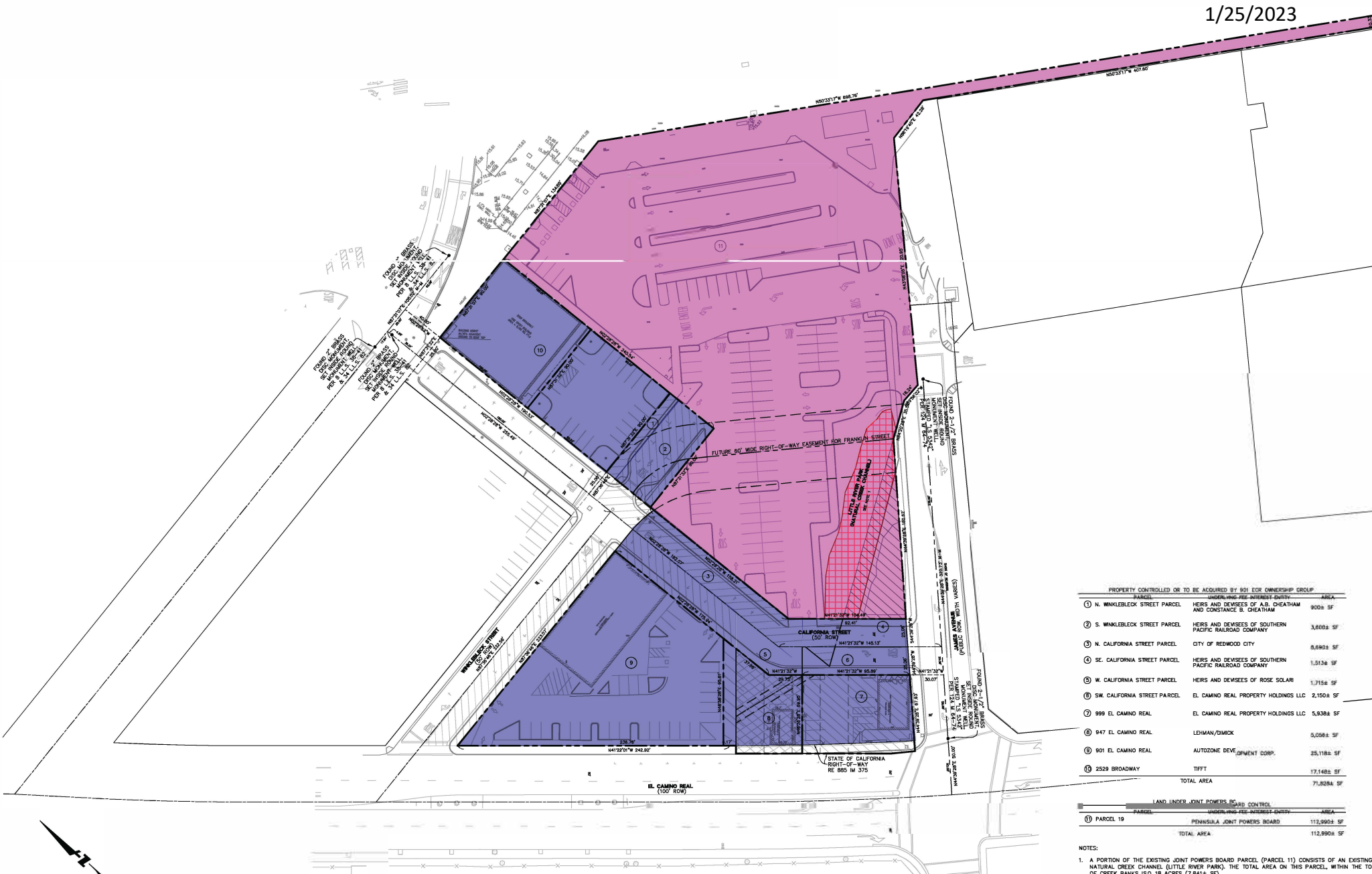
JPB Secretary



PARCEL	UNDERLYING FEE INTEREST ENTITY	AREA
① N. WINKLEBLECK STREET PARCEL	HEIRS AND DEVISEES OF A.B. CHEATHAM AND CONSTANCE B. CHEATHAM	900± SF
② S. WINKLEBLECK STREET PARCEL	HEIRS AND DEVISEES OF SOUTHERN PACIFIC RAILROAD COMPANY	3,600± SF
③ N. CALIFORNIA STREET PARCEL	CITY OF REDWOOD CITY	8,690± SF
④ SE. CALIFORNIA STREET PARCEL	HEIRS AND DEVISEES OF SOUTHERN PACIFIC RAILROAD COMPANY	1,513± SF
⑤ W. CALIFORNIA STREET PARCEL	HEIRS AND DEVISEES OF ROSE SOLARI	1,715± SF
⑥ SW. CALIFORNIA STREET PARCEL	EL CAMINO REAL PROPERTY HOLDINGS LLC	2,150± SF
⑦ 999 EL CAMINO REAL	EL CAMINO REAL PROPERTY HOLDINGS LLC	5,938± SF
⑧ 947 EL CAMINO REAL	LEHMAN/OWICK	5,058± SF
⑨ 901 EL CAMINO REAL	AUTOZONE DEVELOPMENT CORP.	25,116± SF
⑩ 2529 BROADWAY	TIFFI	17,146± SF
⑪ PARCEL 19	PENINSULA JOINT POWERS BOARD	112,990± SF
TOTAL AREA		184,816± SF

NOTES:  
1. A PORTION OF THE EXISTING JOINT POWERS BOARD PARCEL (PARCEL 11) CONSISTS OF AN EXISTING NATURAL CREEK CHANNEL (LITTLE RIVER PARK). THE TOTAL AREA ON THIS PARCEL, WITHIN THE TOP OF CREEK BANKS IS 0.18 ACRES(7,841± SF).

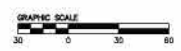




PROPERTY CONTROLLED OR TO BE ACQUIRED BY 901 ECR OWNERSHIP GROUP		
PARCEL	UNDERLYING FEE INTEREST	AREA
① N. WINKLEBUCK STREET PARCEL	HEIRS AND DEVISEES OF A.B. CHEATHAM AND CONSTANCE B. CHEATHAM	900± SF
② S. WINKLEBUCK STREET PARCEL	HEIRS AND DEVISEES OF SOUTHERN PACIFIC RAILROAD COMPANY	3,800± SF
③ N. CALIFORNIA STREET PARCEL	CITY OF REDWOOD CITY	8,890± SF
④ SE. CALIFORNIA STREET PARCEL	HEIRS AND DEVISEES OF SOUTHERN PACIFIC RAILROAD COMPANY	1,513± SF
⑤ W. CALIFORNIA STREET PARCEL	HEIRS AND DEVISEES OF ROSE SOLAR	1,715± SF
⑥ SW. CALIFORNIA STREET PARCEL	EL CAMINO REAL PROPERTY HOLDINGS LLC	2,150± SF
⑦ 999 EL CAMINO REAL	EL CAMINO REAL PROPERTY HOLDINGS LLC	5,938± SF
⑧ 947 EL CAMINO REAL	LEHMAN/DWICK	5,058± SF
⑨ 901 EL CAMINO REAL	AUTOZONE DEVELOPMENT CORP.	25,118± SF
⑩ 2529 BROADWAY	TIFFT	17,148± SF
	TOTAL AREA	71,828± SF

LAND UNDER JOINT POWERS BOARD CONTROL		
PARCEL	UNDERLYING FEE INTEREST	AREA
⑪ PARCEL 19	PENNSYLVANIA JOINT POWERS BOARD	112,990± SF
	TOTAL AREA	112,990± SF

NOTES:  
 1. A PORTION OF THE EXISTING JOINT POWERS BOARD PARCEL (PARCEL 11) CONSISTS OF AN EXISTING NATURAL CREEK CHANNEL (LITTLE RIVER PARK). THE TOTAL AREA ON THIS PARCEL, WITHIN THE TOP OF CREEK BANKS IS 0.18 ACRES (7,841± SF).  
 2. PROPERTIES 1, 2, 3, 4, 5, AND 6 ARE PUBLIC STREETS. THE OWNERSHIP GROUP FOR THE PROJECT IS IN THE PROCESS OF ACQUIRING THE UNDERLYING FEE FOR THESE PARCELS



Property to be Transferred to JPB



Property to be Transferred to Minkoff Group



PROPERTY CONTROLLED OR TO BE ACQUIRED BY 901 ECR OWNERSHIP GROUP		
PARCEL	UNDERLYING FEE INTEREST ENTITY	AREA
①	N. WINKLEBLECK STREET PARCEL HEIRS AND DEVISEES OF A.B. CHEATHAM AND CONSTANCE B. CHEATHAM	900± SF
②	S. WINKLEBLECK STREET PARCEL HEIRS AND DEVISEES OF SOUTHERN PACIFIC RAILROAD COMPANY	3,600± SF
③	N. CALIFORNIA STREET PARCEL CITY OF REDWOOD CITY	8,690± SF
④	SE. CALIFORNIA STREET PARCEL HEIRS AND DEVISEES OF SOUTHERN PACIFIC RAILROAD COMPANY	1,513± SF
⑤	W. CALIFORNIA STREET PARCEL HEIRS AND DEVISEES OF ROSE SOLAR	1,715± SF
⑥	SW. CALIFORNIA STREET PARCEL EL CAMINO REAL PROPERTY HOLDINGS LLC	2,150± SF
⑦	999 EL CAMINO REAL EL CAMINO REAL PROPERTY HOLDINGS LLC	5,938± SF
⑧	947 EL CAMINO REAL LEHMAN/DWICK	5,056± SF
⑨	901 EL CAMINO REAL AUTOZONE DEVELOPMENT CORP.	25,118± SF
⑩	2529 BROADWAY TIFF	17,148± SF
	TOTAL AREA	71,828± SF

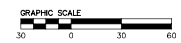
  

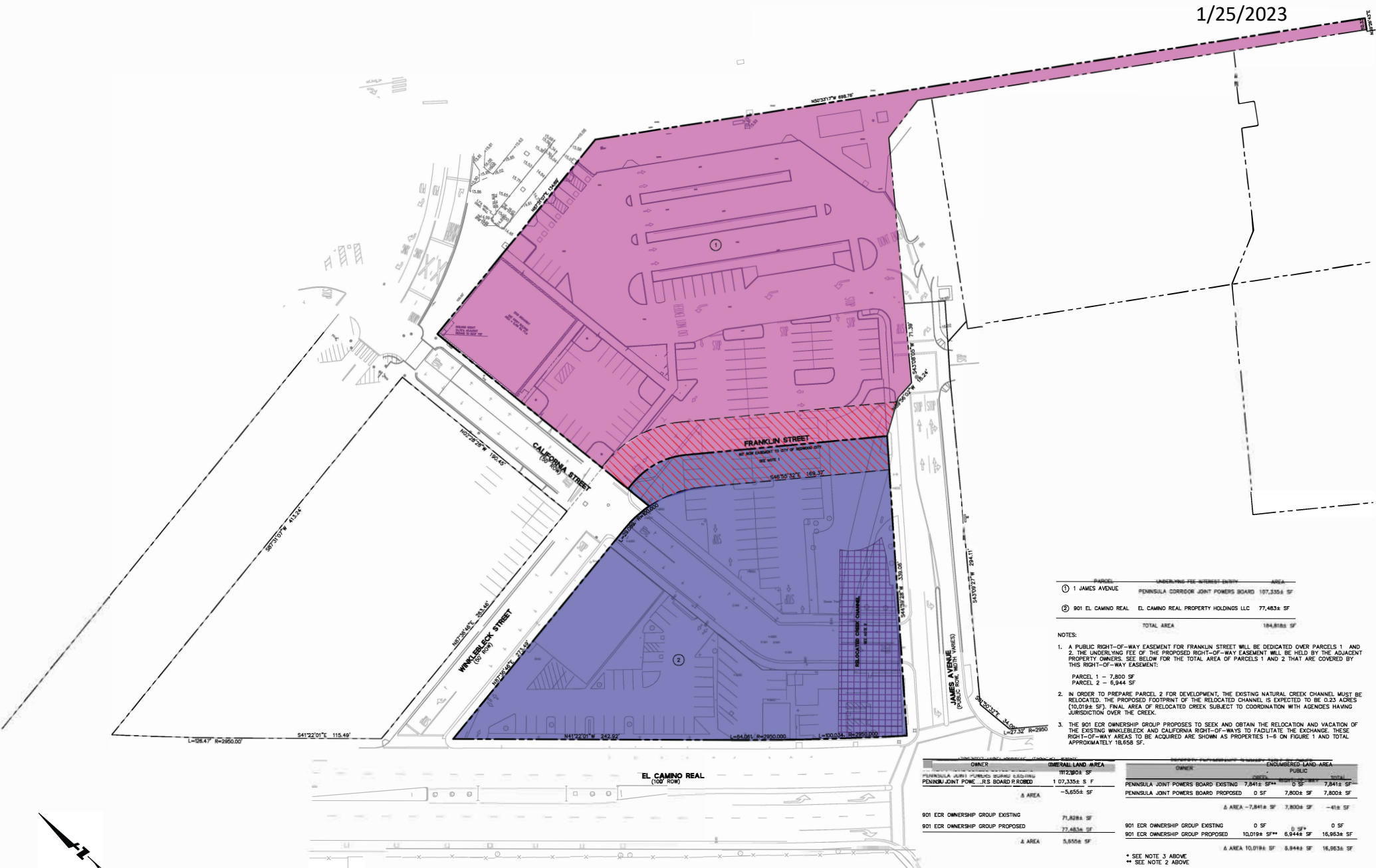
LAND UNDER JOINT POWERS BOARD CONTROL		
PARCEL	UNDERLYING FEE INTEREST ENTITY	AREA
⑪	PARCEL 19 PENINSULA JOINT POWERS BOARD	112,990± SF
	TOTAL AREA	112,990± SF

NOTES:  
1. A PORTION OF THE EXISTING JOINT POWERS BOARD PARCEL (PARCEL 11) CONSISTS OF AN EXISTING NATURAL CREEK CHANNEL (LITTLE RIVER PARK). THE TOTAL AREA ON THIS PARCEL, WITHIN THE TOP OF CREEK BANKS IS 0.18 ACRES (7,841± SF).  
2. PROPERTIES 1, 2, 3, 4, 5, AND 6 ARE PUBLIC STREETS. THE OWNERSHIP GROUP FOR THE PROJECT IS IN THE PROCESS OF ACQUIRING THE UNDERLYING FEE FOR THESE PARCELS.

LAND TRANSFER OVERALL EXHIBIT - EXISTING PROPERTY TO BE ASSEMBLED BY OWNERSHIP  
901 EL CAMINO - REDWOOD CITY

06/06/2022





PARCEL	UNDERLYING FEE INTEREST/OWNER	AREA
①	1 JAMES AVENUE PENINSULA CORRIDOR JOINT POWERS BOARD	107,335± SF
②	901 EL CAMINO REAL EL CAMINO REAL PROPERTY HOLDINGS LLC	77,483± SF
TOTAL AREA		184,818± SF

NOTES:

- A PUBLIC RIGHT-OF-WAY EASEMENT FOR FRANKLIN STREET WILL BE DEDICATED OVER PARCELS 1 AND 2. THE UNDERLYING FEE OF THE PROPOSED RIGHT-OF-WAY EASEMENT WILL BE HELD BY THE ADJACENT PROPERTY OWNERS. SEE BELOW FOR THE TOTAL AREA OF PARCELS 1 AND 2 THAT ARE COVERED BY THIS RIGHT-OF-WAY EASEMENT:  
PARCEL 1 - 7,800 SF  
PARCEL 2 - 6,944 SF
- IN ORDER TO PREPARE PARCEL 2 FOR DEVELOPMENT, THE EXISTING NATURAL CREEK CHANNEL MUST BE RELOCATED. THE PROPOSED FOOTPRINT OF THE RELOCATED CHANNEL IS EXPECTED TO BE 0.23 ACRES (10,019± SF). FINAL AREA OF RELOCATED CREEK SUBJECT TO COORDINATION WITH AGENCIES HAVING JURISDICTION OVER THE CREEK.
- THE 901 ECR OWNERSHIP GROUP PROPOSES TO SEEK AND OBTAIN THE RELOCATION AND VACATION OF THE EXISTING WINKLERLOCK AND CALIFORNIA RIGHT-OF-WAYS TO FACILITATE THE EXCHANGE. THESE RIGHT-OF-WAY AREAS TO BE ACQUIRED ARE SHOWN AS PROPERTIES 1-6 ON FIGURE 1 AND TOTAL APPROXIMATELY 18,558 SF.

OWNER	OVERALL LAND AREA	ENCUMBERED LAND AREA	
		EXISTING	PROPOSED
PENINSULA CORRIDOR JOINT POWERS BOARD	107,335± SF	7,841± SF**	0 SF
901 ECR OWNERSHIP GROUP EXISTING	71,828± SF	0 SF	0 SF
901 ECR OWNERSHIP GROUP PROPOSED	77,483± SF	10,019± SF**	6,944± SF
EL CAMINO REAL (100' ROW)	5,655± SF	0 SF	0 SF
WINKLERLOCK STREET (50' ROW)	18,558± SF	0 SF	0 SF
JAMES AVENUE (PUBLIC ROW, WIDTH 100')	107,335± SF	7,800± SF	7,800± SF
RELOCATED CREEK CHANNEL (10' WIDE)	10,019± SF	10,019± SF	10,019± SF
TOTAL	330,126± SF	17,861± SF	7,800± SF

\* SEE NOTE 3 ABOVE  
\*\* SEE NOTE 2 ABOVE



**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Work-Program-Legislative-Planning Committee  
Through: Michelle Bouchard, Executive Director  
From: Sam Sargent, Director, Strategy and Policy  
Subject: **Authorize TAMC – JPB Memorandum of Understanding for Salinas Extension**

Finance Committee  
Recommendation

Work Program-  
Legislative-Planning  
Committee  
Recommendation

Staff Coordinating  
Council Reviewed

Staff Coordinating Council  
Recommendation

**Action**

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) authorize the Executive Director, or designee, to execute a Memorandum of Understanding (“MOU”) between the Peninsula Corridor Joint Powers Board (“JPB”) and Transportation Agency for Monterey County (“TAMC”) relating to the extension of Caltrain passenger rail service from Gilroy to Salinas.

**Significance**

Through previous transportation planning studies, TAMC and the State of California determined that transit alternatives to the US 101 Corridor in Monterey County were necessary to reduce congestion in the Monterey Bay and San Francisco Bay areas. TAMC has previously endorsed an extension of Caltrain rail service from Gilroy to Salinas as the preferred transit alternative and Caltrans has included this service extension in its near-term scenario in its 2018 State Rail Plan.

Caltrain and TAMC worked together on a Gilroy-Salinas Feasibility Study (“Study”), which was adopted by the JPB on April 27, 2020. The Study specified that the Monterey County Rail Extension project (“Project”) must be cost-neutral to Caltrain and outlined a range of issues that needed to be confirmed or clarified. Since the adoption of the Study, Caltrain and TAMC counsel and executive staff have engaged in negotiations concerning an MOU. With the conclusion of negotiations, Caltrain and TAMC have agreed to present the proposed MOU to their respective boards.

If approved by the JPB, the MOU would provide the design standards, operations parameters, and coordination expectations for Caltrain and TAMC on the Project. TAMC would serve as the lead agency for project development, while Caltrain would be the lead agency for future operations. The MOU memorializes the four foundational elements from the 2020 Study, which includes the requirement that any extension to Salinas be cost-neutral for the JPB. In addition,

the MOU provides that implementation of the Project is contingent on funding availability and the execution of an operations and maintenance agreement between Caltrain and TAMC.

### **Budget Impact**

No budget impact.

### **Background**

On August 23, 2006, TAMC, as the Lead Agency under the California Environmental Quality Act (CEQA), certified the final Environmental Impact Report (EIR) for the Project. The California Transportation Commission approved TAMC's Final EIR on September 7, 2006. Subsequently, on January 31, 2007, TAMC adopted a resolution endorsing the extension of rail service into Monterey County as the Locally Preferred Alternative for capacity improvements to the US 101 Corridor.

During this environmental and planning process, TAMC and the State of California determined that a system of premium transit services could better compete with automobile travel and attract new transit riders. Investment in rail transit would increase corridor capacity and reduce congestion, improve air quality, and save energy in the Monterey Bay and San Francisco Bay areas. The Governor and Legislature have expressed support for the Project by including the Project in the 2018 California Department of Transportation State Rail Plan.

The State Rail Plan identified the establishment of a regional rail network on the Central Coast with connections from Santa Cruz, Monterey, and Salinas to the statewide network at Gilroy as a critical component of the Monterey Bay area's future mobility network.

Adopted by the JPB on April 27, 2020, the Study evaluated the feasibility of Caltrain operating the new service south of Gilroy on behalf of TAMC. The Study found no operational, legal, or design issues were identified that would make the Project infeasible from the JPB's perspective.

The JPB and TAMC agreed to four foundational elements for any future extension of Caltrain passenger rail service from Gilroy to Salinas. These included:

1. Service must be cost-neutral for the JPB;
2. No changes to the Caltrain mainline (San Francisco to Gilroy);
3. TAMC, working with the state, must address all risks and liabilities of the new service;  
and
4. No changes to the JPA governance structure.

These foundational elements are incorporated into the MOU. Caltrain staff recommends that the JPB approve the resolution authorizing the Executive Director to execute the MOU, allowing this regionally significant work to progress.

Prepared By: Sam Sargent, Director, Strategy and Policy



**Resolution No. 2022 –**

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

\* \* \*

**Adopting a Resolution Authorizing the Executive Director, or Designee, to Execute a Memorandum of Understanding Between the Transportation Agency of Monterey County and the Peninsula Corridor Joint Powers Board Regarding the Extension of Caltrain Service From Gilroy to Salinas**

**Whereas**, Caltrain and the Transportation Agency for Monterey County (TAMC) have a cooperative working relationship for planning, development, and implementation of the extension of Caltrain passenger rail service from Gilroy to Salinas (the “Project”); and

**Whereas**, through previous transportation planning studies, TAMC and the State of California determined that they needed to invest in a system of premium transit services that could better compete with traveling by automobile and attract new riders from the automotive modes of travel in order to provide additional transportation capacity in the US 101 Corridor, thereby reducing congestion, improving air quality, and saving energy in the Monterey Bay Area and San Francisco Bay Area; and

**Whereas**, the Governor and the Legislature expressed their support and endorsement of this Project by providing funding for the Project from the Traffic Congestion Relief Act of 2000, the Proposition 116 Rail Bond, the Public Transportation Account, and the Transit and Intercity Rail Capital Program; and

**Whereas**, the Caltrans State Rail Plan of 2018 includes this service in its near-term scenario; and

**Whereas**, in order to provide safe, efficient and effective transportation alternatives to the automobile, TAMC adopted a resolution endorsing the Extension of Rail Service into Monterey County as the Locally Preferred Alternative for the US 101 corridor on January 31, 2007; and

**Whereas**, Caltrain adopted a Gilroy-Salinas Feasibility Study on April 27, 2020, which specifies that the Project shall be cost-neutral to Caltrain and which outlines a range of issues that will need to be confirmed or clarified; and

**Whereas**, TAMC, as the Lead Agency under the California Environmental Quality Act (CEQA), certified the final Environmental Impact Report (EIR) on August 23, 2006, and adopted an

Addendum to the EIR on August 28, 2013, which EIR and Addendum to the EIR contemplate the actions described herein; and

**Whereas**, the California Transportation Commission, as a responsible agency, approved TAMC's Final EIR on September 7, 2006; and

**Whereas**, it is recognized that, with respect to some of the provisions set forth herein, numerous actions must be taken pursuant to federal, state, and local laws and regulations before such policies can be implemented; and

**Whereas**, the purpose of the MOU is to provide a framework for the Parties' cooperation, and the respective duties of the Parties will be set forth in subsequent permits and agreements;

**Now, therefore, be it resolved** that the Board of Directors authorizes the Executive Director, or designee, to execute the MOU, in substantially the same form as set forth in Attachment A, and to take all necessary actions to implement the MOU following execution of the MOU.

Regularly passed and adopted this 2<sup>nd</sup> day of February 2023 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Work-Program-Legislative-Planning Committee  
Through: Michelle Bouchard, Executive Director  
From: Dahlia Chazan, Deputy Chief, Caltrain Planning  
Subject: **San Francisco Downtown Extension (DTX) Draft Caltrain Principles for Negotiations**

Finance Committee  
Recommendation

Work Program-  
Legislative-Planning  
Committee  
Recommendation

Staff Coordinating  
Council Reviewed

Staff Coordinating Council  
Recommendation

**Action**

Staff seek direction from by the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain) regarding proposed operational, funding, and risk allocation principles to inform staff's negotiation of a Master Cooperative Agreement (MCA) with the Transbay Joint Powers Authority (TJPA) to govern the construction and operation of the San Francisco Downtown Rail Extension. Staff request that the Board consider adopting a motion accepting staff's recommended principles.

**Significance**

The Transbay Joint Powers Authority (TJPA) is the project sponsor of the San Francisco Downtown Rail Extension Project (DTX or Portal) and is responsible for its project delivery. Caltrain is a strong supporter of DTX and is working with TJPA to advance the project.

Caltrain and TJPA are negotiating a Master Cooperative Agreement (MCA) for the DTX to be considered by both JPB and the TJPA board, for inclusion in the TJPA's August 2023 submission of an application for a construction grant agreement to the Federal Transit Administration (FTA), Capital Investment Grants Program. The MCA will address fundamental topics, including design support and coordination; procurement and construction coordination; financial commitments; operations, maintenance and rehabilitation; and asset disposition.

Like other large Bay Area transit operators, Caltrain is facing near-term operating and capital financial challenges. The region is working towards solutions, including the identification of additional capital funding for Caltrain's Peninsula Corridor Electrification Project (PCEP). However, Caltrain's financial situation creates uncertainty for funding and operating commitments for DTX.

Staff have developed draft key principles for negotiating the MCA to inform Caltrain's approach to key topics, including funding commitments. The draft principles, which are described in greater detail in an accompanying PowerPoint presentation, outline Caltrain's priorities for

operations, funding, and risk allocation. The draft principles build on past policy statements, including the 2040 Service Vision and Framework for Equity, Connectivity, Recovery and Growth. Staff is seeking Board input and direction on the draft principles to inform negotiations concerning the MCA.

### **Budget Impact**

This item has no impact on the budget.

### **Background**

The DTX project will extend Caltrain and future California High-Speed Rail service from the existing 4th and King railyard to the Salesforce Transit Center in downtown San Francisco. The project will construct a new underground station at 4th and Townsend streets and bring rail service to the underground train station at the Salesforce Transit Center. The completion of the DTX is expected to have a positive impact on Caltrain ridership by expanding service into downtown San Francisco and providing intermodal connections to Muni, AC Transit, and more. DTX is an integral part of Caltrain's 2040 Service Plan.

The project is seeking funding through the FTA's Capital Investment Grant (CIG) New Starts program. The New Starts program is a competitive federal grant program supporting rail and other fixed guideway systems and has funded numerous projects in the Bay Area including the BART to Silicon Valley Extension (Phase I). The Peninsula Corridor Electrification Project (PCEP) received funding through the CIG Core Capacity program, a similar program but with slightly different requirements and processes.

For New Starts projects, the FTA requires completion of two phases, Project Development and Engineering, in advance of receipt of a Full Funding Grant Agreement (FFGA). The DTX project is executing an accelerated master schedule to support a potential FFGA approval in 2025. It was accepted into the initial Project Development Phase in December 2021 and will request entry into the Engineering Phase in February 2023. The February submittal includes a 20-year financial plan, project cost estimate, preliminary engineering plans, project management plan, and a funding plan demonstrating 30% of non-federal funding commitment. In August 2023, the project plans to request the FFGA. The August submittal will include the MCA between Caltrain and TJPA, as noted in the section above.

As part of the project's enabling work, the 4th and King railyard requires track realignment, utility relocation, and other site work identified by TJPA to take place before main civil DTX construction. Caltrain, working with TJPA, will oversee the planning and design work for the enabling work, which is anticipated to begin early 2023 pursuant to a memorandum of understanding presented to the TJPA and Caltrain Boards of Directors this month.

In December 2022, the Caltrain Board received a presentation providing an overview of the DTX project, the current tasks and timeline, and background on the planned enabling work at 4th

and King Railyard. Since this update, the TJPA Board has adopted a rebranding plan, renaming the project “The Portal”. Also, Caltrain staff have recently shared an operations and maintenance plan (O&M Plan) and capital plan with TJPA to inform TJPA of Caltrain’s 20-year financial plan. The O&M Plan includes five years of actuals (FY18 – FY22) and twenty years of projections (FY23—FY42). TJPA will incorporate both documents into a DTX Financial Plan and submit this to FTA in February 2023. It will be revised based on updated costs and FTA review, for a final submittal in August 2023.

Prepared By: Gwen Buckley

Principal Planner

650-722-6827

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Work Program-Legislative-Planning Committee  
Through: Michelle Bouchard, Executive Director  
From: Casey Fromson, Chief Communications Officer  
Subject: **State and Federal Legislative Update**

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

**Action**

Staff proposes the Committee recommend the Board:

1. Receive the attached Federal and State Legislative Updates

**Significance**

The 2023 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

**Budget Impact**

None.

**Background**

None.

Prepared By:    Devon Ryan                    Government & Community                    650.730.6172  
   Affairs Officer



January 13, 2023

TO: Caltrain Board of Directors

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

RE: **STATE LEGISLATIVE UPDATE – February 2023**

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### **General Update**

The Legislature reconvened for the first day of 2023-24 Legislative Session on January 4. Now that they have returned to Sacramento, legislators will continue to introduce new bills and will have until February 17 to do so.

### **Budget Update**

On Tuesday, Governor Newsom presented his 2023-24 January Budget proposal. His budget presentation emphasized the somber fiscal outlook the state is facing, including the updated deficit figure of \$22.5 billion, a figure in stark contrast to last year's record state budget surplus.

In response to the deficit, the Governor proposed reductions and other cost saving measures to various areas, including the transportation sector. This includes "trigger reductions" to the Transit Intercity Rail Capital Program (TIRCP) that could be restored down the road if budget conditions improve. Specifically, this includes a proposed reduction from \$2 billion to \$1 billion in planned funding in 2023-2024 and \$500 million in 2024-45 and 2025-26, (a \$2 billion total reduction). The trigger reduction would be restored if the condition of the General Fund is improved in January of next year.

Some other budget adjustments in the transportation sector worth noting:

- Climate Adaptation Program – shifting fund amounts to maintain funding levels (moving \$200M from State Highway Account).
- Active Transportation Program – Net reduction of \$200M, while allowing all programming capacity approved in 2023 programming cycle.
- Grade Separations – the proposed budget includes a delay of the \$350 million that was planned for 2023-24 and pushing it to 2025-26.
- ZEVs – a total \$1.1 billion reduction across programs after shifting funds.

### **Legislation of Interest**

**AB 6 (Friedman) – Transportation Planning.** AB 6 is an intent bill that declares the Legislature’s intent to require regional transportation agencies to prioritize and fund transportation projects (including those funded by a local sales tax measure) that contribute to the goals outlined in the region’s sustainable community strategy and the state’s climate goals.

**AB 7 (Friedman) – Transportation Funding for Capacity Projects.** Assemblymember Friedman introduced a second intent bill that states intent to eliminate single occupancy vehicle freeway projects and allow for capacity projects only for bus transit, rail and active transportation projects that significantly add safety and reduce congestion without interfering with existing maintenance and rehabilitation needs.

**AB 96 (Kalra) – Local Public Transit Agencies: New Technologies.** Assemblymember Kalra reintroduced a version of AB 2441 from last year, which was ultimately vetoed by the Governor. The bill imposes requirements on public transit employers relating to the introduction of new technologies that could eliminate job functions and requires public transit employers to provide 12 month notice to employee representatives prior to procuring, acquiring or deploying these technologies and subject this to collective bargaining, among other requirements.

**ACA 1 (Aguiar – Curry) – Local Government Financing.** Assemblymember Aguiar-Curry reintroduced ACA 1, which would reduce the voter-approval threshold from 2/3 to 55% for cities and counties to issue bonds or raise taxes for public infrastructure and affordable housing projects.

### **Proposed Regulation**

#### **California Air Resources Board (CARB) Proposed In-Use Locomotive Regulation.**

This proposed regulation is intended to speed the transition to zero-emission vehicles away from diesel locomotives for rail operators in the state. As written, the proposed regulation would impact Caltrain and other passenger rail operators in the state by requiring a Spending Account which would encumber funds to be spent only on zero-emissions rail vehicles and not used for operating or maintenance costs. While Caltrain supports the goal of a zero-emissions future, the timing, specific provisions, retirement mandates, and technology availability in the regulation are all of concern. Caltrain submitted a comment letter on November 7 and comments at the November 18 Board hearing that detailed these issues. Caltrain will continue to work with CARB staff and the California Transit Association to reach a path forward.

### **Grants**

***Transit and Intercity Rail Capital Program*** – The Transit and Intercity Rail Capital Program (TIRCP) provides grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. Eligible projects include zero-emission vehicles and associate fueling or charging infrastructure of facility modifications.



**Current Guidelines:** Cycle 6 guidelines found [here](#)

**Status:** Funding cycle open. Caltrain has applied to the Existing Projects category. Award announcements are expected January 31, 2023.

Last year, the CTC [hosted workshops](#) for the three SB 1 programs it oversees – the Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP), and the Trade Corridor Enhancement Program (TCEP). The CTC solicited applications for the next round of funding in Summer 2022 and will announce project awards in Summer 2023. As a reminder, in late-2020, the California Transportation Commission [awarded grants](#) for three SB 1 programs – the [Solutions for Congested Corridors Program](#), [Local Partnership Program](#), and the [Trade Corridor Enhancement Program](#).

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

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

State Transportation Improvement Program – The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state, but also supports grade separations. The STIP is programmed every two years. The [2022 STIP](#), adopted in March 2022, includes \$796 million in new STIP funding capacity. Local agencies receive a share of STIP funding, as does the State. The STIP is funded with gasoline excise tax revenues.

Transit and Intercity Rail Capital Program – As discussed above, the TIRCP is managed by CalSTA and is available to fund rail and transit projects that reduce greenhouse gas emissions. The program receives funding from Cap and Trade and the recently created Transportation Improvement Fee to the tune of approximately \$500 million per year. This cycle, funding is regionally subdivided with \$1.8 billion available for Southern California, inclusive of the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego and Ventura, and \$1.5 billion available for the rest of the state.

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

## State Legislative Matrix 1/13/2023

Bill Number (Author)	Summary	Location	Position
<a href="#">AB 6 (Friedman D)</a> Transportation planning.	Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would state the intent of the Legislature to enact subsequent legislation that would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region's sustainable communities strategy and the state's climate goals.  Introduced: 12/5/2022	Assembly Print	Watch
<a href="#">AB 7 (Friedman D)</a> Transportation: funding: capacity projects.	Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would state the intent of the Legislature to enact subsequent legislation that would eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.  Introduced: 12/5/2022	Assembly Print	Watch
<a href="#">AB 96 (Kalra D)</a> Public employment: local public transit agencies: autonomous transit vehicle technology.	Existing law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matters subject to collective bargaining. This bill would require a public transit employer to provide written notice to the exclusive employee representative of the workforce affected by autonomous transit vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of the workforce to which the autonomous transit vehicle technology applies not less than 12 months before commencing the process, plan, or deployment. The bill would require a public transit employer, upon a written request of the exclusive employee representative, to provide specified information to the exclusive employee representative, including the potential gaps in skills that may result from the new service. The bill would require the public transit employer, following the written request for information by the exclusive employee representative, and within 30 days of receiving the specified information, to commence collective bargaining on specified subjects, including creating plans to train and prepare the affected workforce to fill new positions created by the autonomous transit vehicle technology.	Assembly Print	Watch

	Introduced: 1/9/2023		Item #9. 1/25/2023
<p><a href="#"><u>ACA 1 (Aguiar-Curry D)</u></a></p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 12/5/2022</p>	Assembly Print	Watch

**Total Measures: 4**

**Total Tracking Forms: 4**

## Caltrain Federal Transportation Report December 2022 - January 2023

### President Biden Signs Into Law the FY 2023 Omnibus Appropriations Bill

- On December 23, 2022, President Joe Biden signed into law the \$1.7 trillion FY 2023 Omnibus Appropriations Bill, capping off months of bipartisan, bicameral negotiations between lawmakers. For House Democrats, the FY 2023 appropriations bill is the last time they will pass a piece of significant legislation while in the majority for at least the next two years.
- \$33 million for Caltrain from a provision championed by Speaker Pelosi that provided additional funding for existing Capital Investment Grant projects that experienced supply chain issues and had low federal cost shares for their full funding grant agreements (FFGAs) when negotiating with the Trump Administration.
- \$10 million in congressionally directed spending requested by Senators Feinstein and Padilla to install a railway signaling system for Caltrain's Peninsula Corridor Electrification Project.
- \$800,000 in funding for a project to add winglets to existing fencing along the Caltrain corridor requested by Congresswoman Speier and Congresswoman Eshoo.
- The bill includes a provision sponsored by Senators Alex Padilla (D-CA) and John Cornyn (R-TX) that allows state and local governments to use their COVID aid funding for transportation infrastructure projects.
- Summary of DOT Funding:
  - RAISE - \$800 million that is in addition to \$1.5 billion in IJA funding
  - Transit: \$16.9 billion for the Federal Transit Administration (FTA)
    - Capital Investment Grants - \$2.6 billion, that is in addition to \$1.6 billion in IJA funding
    - Transit Formula Grants - \$13.6 billion consistent with IJA funding
  - Rail: \$3.4 billion for the Federal Railroad Administration (FRA)
    - CRISI - \$560 million that is in addition to \$1 billion in IJA funding
    - Federal-State Partnership for Intercity Passenger Rail Program - \$100 million, that is in addition to the \$2.6 billion in IJA funding
- The FY 2024 process is set to kick off in February with the release of the President's budget request. At the top of House Republicans' agenda is deficit reduction, which could include proposed cuts to several domestic programs. However, with Democrats in control of the Senate, House Republicans will need to find a compromise if they hope to pass FY 2024 budget and appropriations bills.

## Rep. Kevin McCarthy Elected Speaker of the House

- On January 7, House Republicans elected Rep. Kevin McCarthy (R-CA) as Speaker of the House of Representatives. McCarthy, who had served as House Minority Leader before Republicans won the House, will now lead a slim GOP majority in the 118th Congress.
- McCarthy's prospects of securing the speakership fell under doubt after several conservative House Freedom Caucus members voted against his bid. Instead, they lent their votes to other members of the House, including Rep. Jim Jordan (R-OH), who had already announced his support for McCarthy. After 14 unsuccessful ballots, the House elected McCarthy as the next Speaker, but only after he promised key concessions in the new rules package, which the House considered on Monday.
- The contentious voting could provide a preview of how the House will operate in the 118th Congress. With government funding and the debt ceiling on Congress' docket for this year, McCarthy will have to navigate two sides of his caucus that increasingly demonstrate different views on how Congress, and the country, should be run.

## House to Consider Rules Package

- At the beginning of each Congress, the House of Representatives adopts rules to establish procedural and organizational parameters. On January 9, the House considered and adopted resolution, [H.Res. 5](#), providing for the rules of the House for the 118th Congress by a vote of 220-213.
- This rules package includes a major concession made by Speaker Kevin McCarthy to secure the votes he needed to be elected Speaker. Under the new version, one member may initiate a motion to remove the Speaker from power. Under the original version proposed by leadership, the threshold to offer such a motion was five members.
- The package also includes several changes for federal spending as part of their deficit and tax reduction strategies. House Republicans are creating a "cut-as-you-go" rule requiring any spending provision to include a measure cutting equal federal spending. If the House wishes to increase the national tax rate, members must approve the measure by a three-fifths vote, as opposed to a simple majority in the 117th Congress. Lastly, under the rules, appropriations bills may no longer increase funding for an unauthorized program.
- Now the House will finalize the leadership and committee members and legislative work for the 118th Congress.

## DOT Releases NOFO Calendar

- On January 6, the Department of Transportation (DOT) released a calendar with its target release dates for its notices of funding opportunities (NOFO) through the IIJA. Each listed program has a corresponding month or season that DOT hopes to release the program.
- This calendar will provide increased clarity for interested parties as DOT heads into the second year of distributing historic funding levels for transportation, infrastructure, and resilience projects. The calendar also provides information on the past NOFO release dates for 2022.
- Once released, NOFOs can be accessed through grants.gov or the Federal Register, where applicants can view the application instructions, program funding levels, and deadlines.

## FTA Rail Vehicle Replacement Grant Program

- The Federal Transit Administration's Rail Vehicle Replacement Grant Program will distribute \$600 million over two fiscal years in up to six project awards and makes funding available to help fund capital projects to replace rail rolling stock. The program is a set-aside of the State of Good Repair Formula Grants Program.
- Caltrain applied to this program on January 5, 2023 for three new, high-performance electric trains to replace diesel locomotive trains. Award announcements are expected in April 2023.

## *Round-Up of Open Grant Opportunities*

- [RAISE Grant Program](#). \$1.5 billion available. All applications due by February 28, 2023.
- FTA [Areas of Persistent Poverty Program](#). \$20 million available. All applications due by March 10, 2023.
- [FRA Federal-State Partnership for Intercity Passenger Rail Grant Program](#). \$2.2 billion available. All applications due by March 7, 2023.

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Work-Program-Legislative-Planning Committee  
Through: Michelle Bouchard, Executive Director  
From: Graham Rogers, Business Operations Project Manager  
Subject: **Ridership Growth Task Force Update**

Finance Committee  
Recommendation

Work Program-  
Legislative-Planning  
Committee  
Recommendation

Staff Coordinating  
Council Reviewed

Staff Coordinating Council  
Recommendation

**Action**

This item is for information only.

**Significance**

This report and accompanying presentation are submitted to keep the Board advised as to the status of Caltrain's ongoing ridership growth efforts. Caltrain has established a Caltrain Ridership Growth Task Force which aims to increase ridership by developing strategies that will retain existing riders, reclaim previous riders, and recruit new customers to the system. The execution of these strategies will advance coordination with agency partners while demonstrating to executive leadership that staff are actively pursuing ridership and revenue growth opportunities.

The Ridership Growth Task Force's 2023 work plan includes the following activities:

1. Conducting a peer analysis to identify the effectiveness of various ridership growth strategies and document lessons learned;
2. Performing market research via quarterly surveys and supplemental focus groups to identify barriers to riding Caltrain, the "new normal" work and commute status, and general awareness of service levels and promotions, among other topics;
3. Analyzing information related to Caltrain service levels, special events, and marketing efforts to identify the most significant drivers of ridership; and
4. Prioritizing, implementing, monitoring, and adjusting a set of strategies to grow ridership.

**Budget Impact**

There is no budget impact associated with receiving this informational update. Caltrain has engaged Fehr & Peers to support the task force efforts via a work directive issued through the on-call transportation planning and consultant support services bench. This work directive is being funded through approved FY 2023 funding sources, and additional funding needs will be included as part of the FY24-25 budget proposal.

## **Background**

Caltrain, like other transit services in the region, experienced a large decrease in ridership during the pandemic. Prior to the pandemic, in FY 2019, Caltrain served between 1.4 and 1.6 million riders in an average month. In FY 2022, Caltrain saw average monthly ridership partially recover to about 500,000 rides, a five-fold increase when compared to the early pandemic period.

Caltrain launched a Ridership Recovery Task Force in 2022 to focus on near-term ridership growth opportunities such as targeted marketing efforts, innovative ticket offerings, and enhanced partnerships with communities and transit properties throughout the corridor. Caltrain has since renamed this working group the “Ridership Growth Task Force” to more clearly emphasize the goal of building ridership beyond current levels rather than continuing to use a pre-COVID baseline to track our progress and measure success.

Caltrain has made several fare changes aimed at increasing ridership during the pandemic, including postponing two planned fare increases as well as providing a 50 percent fare discount in April 2022 to capitalize on return-to-work momentum. Additionally, Caltrain expanded its participation in Clipper START, a regional means-based fare pilot program that allows eligible, low-income adult Caltrain riders to receive a 50 percent fare discount off the adult single ride fare. Caltrain also created a program for employers to donate unused Go Passes to a network of qualified community-serving organizations.

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