



AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

Advocacy and Major Projects (AMP) Committee Meeting

Committee Members: Steve Heminger (Chair), Cindy Chavez (Vice Chair), Jeff Gee

This meeting will be conducted as a hybrid teleconference and in-person meeting pursuant to the Brown Act. Members of the public may participate remotely or in-person, provided that they satisfy the safety protocols listed below.

Members of the public may participate remotely via Zoom at <https://us06web.zoom.us/j/84582532747?pwd=dGdjV3lQVW1RUGUyZk9SSmI6aXZRZz09> or by entering Webinar ID: **845 8253 2747**, Passcode: **268109**, in the Zoom app for audio/visual capability or by calling 1-669-444-9171 (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>.

Members of the public also may participate in person at: San Mateo County Transit District, Bacciocco Auditorium - Second Floor, 1250 San Carlos Ave., San Carlos, CA, or any other noticed location provided they comply with the following safety protocols:

Please Note the Following COVID-19 Protocols for In-person Attendance:

1. Visitors experiencing the following symptoms of COVID-19 may not enter the building:
 - Cough
 - Shortness of breath
 - Muscle Pain
 - Sore Throat
 - Fever
 - Chills
 - Loss of taste
 - or smell
2. Visitors must use the hands-free temperature scanners upon entry. An alert will occur and entrance will be prohibited if a temperature is measured at 100.4 or above.
3. Visitors must show proof of Covid-19 vaccination or a negative COVID-19 PCR test (with results obtained within last 7 days). Masks will be required for visitors who do not show proof of full vaccination (defined as two weeks after the second dose in a two-dose series, such as for the Pfizer-BioNTech and Moderna vaccines, or two weeks after a single dose of the J&J/Janssen vaccine).

Public Comments: Public comments may be submitted to publiccomment@caltrain.com prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

Verbal public comments will also be accepted during the meeting in person and through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For 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 Hand feature for public comment. Each commenter will be recognized to speak, and callers should dial *6 to unmute themselves when recognized to speak.

Each public comment is limited to two minutes. The Board Chair has 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.

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

**March 29, 2023 - Wednesday Immediately following adjournment of JPB Regular Meeting
(estimate time: 10:30 a.m.)**

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 two (2) minutes. Items raised that require a response will be deferred for staff to reply.
4. Meeting Minutes of February 22, 2023 Motion
5. State and Federal Legislative Update and Approval of Legislative Proposal:
Support Assembly Bill (AB) 463 (Hart) Motion
6. Diridon Transit-Oriented Development (TOD) and Business Case Update Informational
7. San Francisco Downtown Rail Extension (DTX) Project Update Informational
8. Metropolitan Transportation Commission (MTC) Regional Update Informational
9. Committee Member Requests
10. Date/Time of Next Regular AMP Committee Meeting: Wednesday, April 26, 2023 at 3:30 pm.
The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.
11. Adjourn

Information for the Public

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

Date and Time of Board and Committee Meetings

JPB Board: First Thursday of the month, 9:00 am; JPB Advocacy and Major Projects (AMP) Committee: Two Wednesdays before the Board meeting, 3:30 pm. The date, time, and location of meetings may be changed as necessary. Meeting schedules for the Board and committees are available on the website.

Location of Meeting

Members of the Public may attend this meeting in person or remotely via Zoom. *Should Zoom not be operational, please check online at <https://www.caltrain.com/about-caltrain/meetings> for any updates or further instruction.

Public Comment*

Members of the public are encouraged to participate remotely or in person. Public comments may be submitted by comment card in person and given to the Authority Secretary. Prior to the meeting's call to order, public comment may be sent to publiccomment@caltrain.com so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.caltrain.com/about-caltrain/meetings> .

Oral public comments will also be accepted during the meeting in-person or through Zoom, or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. 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.

Oral public comments will also be accepted during the meeting in person or through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation

Upon request, the JPB will provide 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; 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
Advocacy and Major Projects (AMP) Committee
1250 San Carlos Avenue, San Carlos CA 94070**

Draft Minutes of February 22, 2023

MEMBERS PRESENT: S. Heminger (Chair), C. Chavez (Vice Chair), J. Gee

MEMBERS ABSENT: None

STAFF PRESENT: M. Bouchard, J. Harrison, S. Sargent, D. Ryan, D. Chazan, C. Tsao, M. Tseng, S. Wong, K. Scribner

1. Call to Order/Pledge of Allegiance

Chair Steve Heminger called the meeting to order at 3:31 p.m. and led the Pledge of Allegiance.

2. Roll Call

Deputy District Secretary Margaret Tseng called the roll and confirmed a quorum was present.

Chair Heminger summarized the mandate of the committee involving two major activities:

- Advocacy on behalf of the organization in Sacramento and Washington and tracking major projects

3. Public Comment for Items Not on the Agenda

There were none.

**4. Approve State and Federal Legislative Update and Approval of Legislative Proposal:
Support ACA 1 (Aguiar-Curry)**

Michelle Bouchard, Executive Director, introduced Devon Ryan, Government Affairs Officer, who provided a presentation that included the following:

- Federal and State activities
- Introduction of bills deadline was February 17
- Supporting ACA 1 (Assembly Constitutional Amendment 1) for legislative proposal

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

- Concern that transit was not considered public infrastructure, but staff clarified that many things would be considered public infrastructure
- Whether electrification is prioritized for transit and staff's understanding is transit is not prioritized as listed with the California Public Utilities Commission. This topic will be brought back for a future meeting.
- Staff clarified what portion of State funding goes to operations and capital and identified fiscal cliff issues collectively and as a region. Received advice from the Bay Area Caucus to

get creative about advocating for ourselves and the Bay Area. Budget cuts imposed on January 10th was to capital funding on transit and intercity capital program only.

- How Bay Area Rapid Transit (BART) \$375,000,000 capital and operating funding shortage for downtown San Jose and Santa Clara will affect Caltrain
- Senator Weiner's committee for transit funding may be involved in an effort to set up a Select Committee whether it is for the Bay Area only or statewide. The Senator has Select Committee on Bay Area Public Transit and the agenda is pending. A monthly update will be provided.

Public Comment

Adina Levin, Friends of Caltrain, thanked Committee for supporting ACA 1 and commented on the February 27th hearing of the Joint Assembly and Senate Transportation Committee that is looking at the transit fiscal cliff and opportunities to evolve and improve public transportation, and looking statewide for ideas that will be brought up under the regional transit coordination effort.

Motion/Second: Gee/Chavez

Ayes: Chavez, Gee, Heminger

Noes: None

Absent: None

5. Link21 Update

Michelle Bouchard, Executive Director, mentioned reports on VTA (Santa Clara Valley Transportation Authority) Diridon business case and governance. She noted that will be returning next month with a report that will include business case and governance.

Dahia Chazan, Deputy Chief Caltrain Planning spoke about the Capital Corridor Program Lead for Link21 program. She noted that BART and Capital Corridor, with support from California State Transportation Agency, are partnering to advance the program which is focused on a new Transbay passenger crossing between Oakland and San Francisco and additional rail improvements.

Camille Tsao provided a presentation that included the following:

- Overview of Link21 program and its relation to the Caltrain Corridor
- Current traction power facility
- Both IQHQ, a Real Estate Investment Trust, and the City of South San Francisco requested that Caltrain allow the lines to be undergrounded
- Agreement that the Joint Powers Board (JPB) will not take on any liability
- Recommend the Board approve the Executive Director to sign this agreement as it accommodates the City request and has no liability for Caltrain

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

- Board was unclear on who makes the decisions. Ms. Tsao clarified that the decision is ultimately made by vote from the BART Board and CCJPA (Capital Corridor Joint Powers Board).
- If a BART gage crossing was built, we need to make sure adequate improvement on the regional rail side between BART and regional rail to get across the Bay in a short amount of time to ensure there are adequate connections. Still in development stages.
- Have an alternate route run 24/7 to accommodate riders' needs instead of the usual 9-5 business hours.

Public Comment

Adina Levin, Friends of Caltrain, commented on the Link21 update, this project taking longer than expected, the benefit of having a regional rail authority to look at the overall project, and accommodate underrepresented riders.

6. San Francisco Downtown Rail Extension (DTX) Project Update

Dhalia Chazan, Deputy Chief Caltrain Planning, provided a presentation, which included the following information:

- Project overview and Master Cooperative Agreement (MCA) components
- MCA Principles adopted at Caltrain Board meeting on February 2, 2023
- MCA Principle #1a – capital cost estimate needs to be comprehensive and pursue eligible grant funding
- MCA Principle #1b – maintain State of Good Repair (SOGR)
- MCA Principle #1c – operating costs cannot detract from ability to operate remaining system.
- MCA Principles #2 and #3 - construction will cause disruption but can continue to provide reliable service.

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

- Board recommended to replace language in #1d – “project must be cost neutral to Caltrain” to “Caltrain may make capital or operating that is not cost neutral if Caltrain or the Board determined it is beneficial to do so
- Share the link to the actual agreement- recognize our core value for the extension could impact the amount of trains we currently have longer term if it is not cost neutral.
- Board is adequately flexible – this would not apply to the underground corridor crossing strategies staff mentioned the way motion was structured, the principles would not apply unless further action is taken by board.
- Principle 1 on the table, building it into negotiating principles as a general statement. Recommended language “Board retains base level of discretion to do otherwise unless deemed necessary.”

- Staff clarified if the agreement cannot be reached, the principles are guiding staff in negotiations but expected to bring MCA to Board for approval; there is an escalation path in place if no consensus is reached.
- Board recommends coming up with more universal set of principles for capital improvements

Public Comment

Adina Levin, Friends of Caltrain, commented on 1c being cost neutral to Caltrain, support recommendation to add flexibility to Board and choosing the version with flexibility.

7. Metropolitan Transportation Commission (MTC) Regional Update

Sam Sargent, Director, Strategy and Policy, Rail Administration, provided a presentation, which included the following information:

- MTC Major Project Advancement Policy (MAP) update went to committee this month – coming back to MTC in March with updated endorsement table and in April given an action item to this stage gate process
- Regional Measure 3 (RM3) Update – challenge dismissed by Supreme Court. Expenditure plan continues to move forward.
- Regional Network Management (RNM) – Commission approved framework and appointed new Executive Director and reappointment of Chair and Vice Chair of MTC.

Public Comment

Adina Levin, Friends of Caltrain, commented on the regional network management framework and stated it represents a step forward in having a structure that can execute policy oversight.

8. Committee Member Requests

None

9. Date/Time of Next Regular AMP Committee Meeting: Wednesday, March 29, 2023 at 3:30 pm.

10. Adjourn

The meeting adjourned at 5:08 p.m.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Advocacy and Major Projects (AMP) Committee
Through: Michelle Bouchard, Executive Director
From: Casey Fromson, Chief Communications Officer
Subject: **State and Federal Legislative Update and Approval of Legislative Proposal:
Support Assembly Bill (AB) 463 (Hart)**

Finance
Committee
Recommendation

Technology,
Operations,
Planning, and
Safety Committee
Recommendation

Advocacy and
Major Projects
Committee
Recommendation

Staff Coordinating
Council Reviewed

Staff Coordinating
Council
Recommendation

Action

Staff proposes the Committee recommend the Board:

1. Receive the attached State and Federal Legislative Updates
2. Approve Legislative Proposal: Support AB 463 (Hart)

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 Affairs Officer

650.730.6172

State Legislative Matrix 3/9/2023

Bill Number (Author)	Summary	Location	Position
<p>AB 6 (Friedman D)</p> <p>Transportation planning.</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. 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.</p> <p>Introduced: 12/5/2022</p>	<p>Assembly Print</p>	<p>Watch</p>
<p>AB 7 (Friedman D)</p> <p>Transportation: funding: capacity projects.</p>	<p>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.</p> <p>Introduced: 12/5/2022</p>	<p>Assembly Print</p>	<p>Watch</p>
<p>AB 96 (Kalra D)</p> <p>Public employment: local public transit agencies: autonomous transit vehicle technology.</p>	<p>Existing law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on 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</p>	<p>Assembly Public Employment and Retirement</p> <p>3/22/2023 9 a.m. - State Capitol, Room 444 ASSEMBLY PUBLIC EMPLOYMENT AND RETIREMENT, MCKINNOR, TINA, Chair</p>	<p>Watch</p>

	<p>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.</p> <p>Introduced: 1/9/2023</p>		Item #5. 3/29/2023
<p>AB 241 (Reyes D)</p> <p>Clean Transportation Program.</p>	<p>The California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 creates the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies. This bill would state the intent of the Legislature to enact future legislation related to the Clean Transportation Program.</p> <p>Introduced: 1/13/2023</p>	Assembly Print	Watch
<p>AB 457 (Patterson, Joe R)</p> <p>Surplus Land Act: exempt surplus land: leases.</p>	<p>Existing law prescribes requirements for the disposal of surplus land, as defined, by a local agency, as defined. Existing law requires land to be declared surplus land or exempt surplus land, as supported by written findings, before a local agency takes any action to dispose of it consistent with the agency’s policies or procedures. Existing law requires any local agency disposing of surplus land to send, prior to disposing of that property or participating in negotiations to dispose of that property with a prospective transferee, a written notice of availability of the property pursuant to prescribed procedures. This bill would expand “exempt surplus land” to include land that is (1) identified in an approved plan for the agency’s future use, (2) no larger than 2 acres, (3) proposed to be leased to a property owner or business located within one-half mile of the applicable land, and (4) proposed to be leased for a term no longer than 15 years.</p> <p>Amended: 2/27/2023</p>	Assembly Local Government	Watch
<p>AB 463 (Hart D)</p> <p>Electricity: prioritization of service: public transit vehicles.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law requires the commission to establish priorities among the types or categories of customers of every electrical corporation and every gas corporation, and among the uses of electricity or gas by those customers, to determine which of those customers and uses provide the most important public benefits and serve the greatest public need, and to categorize all other customers and uses in order of descending priority based on these standards. Existing law requires the commission, in establishing those priorities, to consider, among other things, the economic, social, and other effects of a temporary discontinuance in electrical or gas service to certain customers or for certain uses, as specified. If an electrical or gas corporation experiences a shortage of capacity or capability and is unable to meet all demands by its customers, existing law requires the commission to order that service be temporarily reduced by an amount that reflects the established priorities for the</p>	<p>Assembly U. & E.</p> <p>3/22/2023 1:30 p.m. - State Capitol, Room 437 ASSEMBLY UTILITIES AND ENERGY, GARCIA, EDUARDO, Chair</p>	Watch

	<p>duration of the shortage. This bill would require the commission, in establishing those priorities, to also consider the economic, social equity, and mobility impacts of a temporary discontinuance in electrical service to the customers that rely on electrical service to operate public transit vehicles. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/6/2023</p>		<p>Item #5. 3/29/2023</p>
<p>AB 480 (Ting D) Surplus land.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under existing law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. Existing law defines terms for purposes of these provisions, including the term “exempt surplus land,” which includes, among other things, surplus land that is put out to open, competitive bid by a local agency, as specified, for purposes of a mixed-use development that is more than one acre in area, that includes not less than 300 housing units, and that restricts at least 25% of the residential units to lower income households with an affordable sales price or an affordable rent for a minimum of 55 years for rental housing and 45 years for ownership housing. This bill would modify these provisions to require that the mixed-use development include not less than 300 residential units.</p> <p>Introduced: 2/7/2023</p>	<p>Assembly Local Government</p>	<p>Watch</p>
<p>AB 557 (Hart D) Open meetings: local agencies: teleconferences.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency’s jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health, as specified. If there is a continuing state of emergency, or if state or local officials have imposed or recommended measures to promote social distancing, existing law requires a legislative body to make specified findings not later than 30 days after the first teleconferenced meeting, and to make those</p>	<p>Assembly Local Government</p>	<p>Watch</p>

	<p>findings every 30 days thereafter, in order to continue to meet under these abbreviated teleconferencing procedures. Existing law requires a legislative body that holds a teleconferenced meeting under these abbreviated teleconferencing procedures to give notice of the meeting and post agendas, as described, to allow members of the public to access the meeting and address the legislative body, to give notice of the means by which members of the public may access the meeting and offer public comment, including an opportunity for all persons to attend via a call-in option or an internet-based service option. Existing law prohibits a legislative body that holds a teleconferenced meeting under these abbreviated teleconferencing procedures from requiring public comments to be submitted in advance of the meeting and would specify that the legislative body must provide an opportunity for the public to address the legislative body and offer comment in real time. This bill would extend the above-described abbreviated teleconferencing provisions when a declared state of emergency is in effect, or in other situations related to public health, as specified, indefinitely. The bill would also extend the period for a legislative body to make the above-described findings related to a continuing state of emergency and social distancing to not later than 45 days after the first teleconferenced meeting, and every 45 days thereafter, in order to continue to meet under the abbreviated teleconferencing procedures. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/8/2023</p>		<p>Item #5. 3/29/2023</p>
<p>AB 610 (Holden D)</p> <p>Youth Transit Pass Pilot Program: free youth transit passes.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by the department, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as specified. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program, as provided. The bill would authorize a transit agency with an existing fare free program that enables a person 18 years of age or younger to use a transit agency's bus and rail services without paying any additional fare or charge to submit an application without an educational institution partner, as provided. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2028, on, among other things, the outcomes of the program and the funding conditions associated with offering free youth transit passes, the status of transit pass programs statewide, and whether these provisions led to reductions in the emissions of greenhouse gases and vehicle miles traveled, as provided. The bill would repeal its provisions as of January 1, 2029. This bill contains other existing laws.</p>	<p>Assembly Transportation</p> <p>3/13/2023 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN, LAURA, Chair</p>	<p>Watch</p>

<p><u>AB 744 (Carrillo, Juan D)</u></p> <p>California Transportation Commission: data, modeling, and analytic software tools procurement.</p>	<p>Introduced: 2/9/2023</p> <p>Existing law establishes the California Transportation Commission in the Transportation Agency. Existing law vests the California Transportation Commission with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. Upon the appropriation of funds by the Legislature, this bill would require the commission to acquire public domain or procure commercially available or open-source licensed solutions for data, modeling, and analytic software tools to support the state’s sustainable transportation, congestion management, affordable housing, efficient land use, air quality, and climate change strategies and goals. The bill would require the commission to provide access to the data, modeling, and analytic software tools to state and local agencies, as specified. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/13/2023</p>	<p>Assembly Transportation</p> <p>3/20/2023 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN, LAURA, Chair</p>	<p>Item #5. 3/29/2023</p> <p>Watch</p>
<p><u>AB 756 (Papan D)</u></p> <p>Department of Transportation: contaminated stormwater runoff: salmon and steelhead trout bearing surface waters.</p>	<p>Existing law vests the Department of Transportation with full possession and control of all state highways. This bill would require the department, in consultation with the State Water Resources Control Board, the Department of Toxic Substances Control, and the Department of Fish and Wildlife, to develop a programmatic environmental review process to prevent 6PPD and 6PPD-quinone from entering salmon and steelhead trout bearing surface waters of the state. The bill would require the department’s 6PPD and 6PPD-quinone programmatic environmental review process to include, among other specified components, a pilot project at a particular highway crossing over the San Mateo Creek to study the effectiveness and cost effectiveness of installing and maintaining bioretention and biofiltration comparatively along department rights-of-way to eliminate the discharge of 6PPD and 6PPD-quinone into surface waters of the state, as specified. The bill would require, no later than December 31, 2026, the Director of Transportation to submit a report to the Legislature describing the department’s strategy to eliminate the discharge of 6PPD and 6PPD-quinone by the department to all salmon and steelhead trout bearing surface waters of the state. This bill contains other related provisions.</p> <p>Amended: 3/2/2023</p>	<p>Assembly Transportation</p> <p>3/27/2023 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN, LAURA, Chair</p>	<p>Watch</p>
<p><u>AB 761 (Friedman D)</u></p> <p>Transit Transformation Task Force.</p>	<p>Existing law establishes the Transportation Agency, which consists of various departments and state entities, including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. Existing law provides for the funding of public transit, including under the Transportation Development Act. This bill would require the secretary, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller’s office, various local agencies, academic institutions, nongovernmental organizations, and other</p>	<p>Assembly Transportation</p> <p>3/20/2023 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN, LAURA, Chair</p>	<p>Watch</p>

	<p>stakeholders. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services. The bill would require the secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force's efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025. The bill would require the report to include a detailed analysis of specified issues and recommendations on specified topics. The provisions of the bill would be repealed on January 1, 2028. This bill contains other existing laws.</p> <p>Introduced: 2/13/2023</p>		Item #5. 3/29/2023
<p>AB 817 (Pacheco D)</p> <p>Local government: open meetings.</p>	<p>Existing law, the Ralph M. Brown Act, requires each legislative body of a local agency to provide notice of the time and place for its regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized. This bill would make nonsubstantive changes to a provision of the Ralph M. Brown Act.</p> <p>Introduced: 2/13/2023</p>	Assembly Print	Watch
<p>AB 819 (Bryan D)</p> <p>Crimes: public transportation: fare evasion.</p>	<p>Existing law makes it a crime, punishable as an infraction and subsequently as a misdemeanor, for an adult to evade payment of a fare of a public transportation system, the misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or the unauthorized use of a discount ticket, as specified. Under existing law, a 3rd or subsequent violation of fare evasion or other listed associated violations is a misdemeanor and punishable by a fine of up to \$400 or by imprisonment in a county jail for a period of not more than 90 days, or both. This bill would no longer categorize as a misdemeanor a 3rd or subsequent violation, by an adult, of evading the payment of a fare of a public transportation system, the misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or the unauthorized use of a discount ticket, and would make a 3rd or subsequent violation punishable only by a fine of up to \$400.</p> <p>Introduced: 2/13/2023</p>	<p>Assembly Public Safety</p> <p>3/21/2023 9 a.m. - State Capitol, Room 126 ASSEMBLY PUBLIC SAFETY, JONES-SAWYER, REGINALD, Chair</p>	Watch
<p>AB 832 (Cervantes D)</p> <p>California Transportation Commission: membership.</p>	<p>Existing law establishes the California Transportation Commission in the Transportation Agency. Existing law vests the California Transportation Commission with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. Under existing law, the commission consists of 13 members, including 9 members appointed by the Governor with the advice and consent of the Senate, one member appointed by the Speaker of the Assembly, and one member appointed by the Senate Committee on Rules, as specified. Existing law requires the Governor, in appointing those members to the commission, to make every effort to ensure, among other things, the commission has a diverse membership with expertise in transportation issues, taking into consideration factors, including, but not limited to, socioeconomic</p>	<p>Assembly Transportation</p> <p>3/20/2023 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN, LAURA, Chair</p>	Watch

	<p>background and professional experience, which may include experience working in, or representing, disadvantaged communities. This bill would require that at least one of those Governor-appointed members of the commission have expertise in transportation issues and professional experience that includes experience working in, or representing, disadvantaged communities.</p> <p>Amended: 3/1/2023</p>		<p>Item #5. 3/29/2023</p>
<p>AB 837 (Alvarez D)</p> <p>Surplus land: exempt surplus land: SPA plans.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines terms for these purposes, including, among others, “surplus land” to mean 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. Existing law defines “exempt surplus land” to mean, among other things, surplus land that a local agency is exchanging for another property necessary for the agency’s use and surplus land that a local agency is transferring to another local, state, or federal agency for the agency’s use. Existing law provides that an agency is not required to follow the requirements for disposal of surplus land for “exempt surplus land,” except as provided. This bill would add to the definition of “exempt surplus land” land acquired by a local agency for the development of a university and innovation district in accordance with a sectional plan area (SPA) plan adopted by the local agency prior to January 1, 2019, provided that the land is developed in a manner substantially consistent with the SPA plan. This bill contains other related provisions.</p> <p>Introduced: 2/14/2023</p>	<p>Assembly Local Government</p>	<p>Watch</p>
<p>AB 980 (Friedman D)</p> <p>Active Transportation Program: guidelines: hearings.</p>	<p>Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop guidelines and project selection criteria for the program and authorizes the commission to amend the adopted guidelines after conducting at least one public hearing. This bill would instead require the commission to conduct at least one public hearing in northern California and one public hearing in southern California before amending the adopted guidelines.</p> <p>Introduced: 2/15/2023</p>	<p>Assembly Transportation</p> <p>3/27/2023 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN, LAURA, Chair</p>	<p>Watch</p>
<p>AB 1335 (Zbur D)</p> <p>Local government: transportation planning and land use: sustainable communities strategy.</p>	<p>(1)Existing law requires specified designated transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, as described. Existing law requires the plan to include specified information, including a sustainable communities strategy prepared by each metropolitan planning organization, and requires each transportation planning agency to adopt and submit, every 4 years, an updated plan to the California Transportation Commission and the Department of Transportation. This bill, commencing January 1, 2024, would require each transportation planning agency to follow certain population projection procedures when updating the regional transportation plan. The bill would require the sustainable communities strategy to be based on population projections produced by the Department of Finance and regional population</p>	<p>Assembly Transportation</p> <p>3/20/2023 2:30 p.m. - 1021 O Street, Room 1100 ASSEMBLY TRANSPORTATION, FRIEDMAN, LAURA, Chair</p>	<p>Watch</p>

	forecasts used in determining applicable city and county regional housing needs, in consultation with each council of governments. The bill would impose similar reconciliation procedures, as described above, when there are differences in the population forecast provided by the council of governments and the Department of Finance. By imposing additional duties on transportation planning agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Introduced: 2/16/2023		Item #5. 3/29/2023
<u>AB 1348 (Grayson D)</u> Local government: open meetings.	Existing law, the California Public Records Act, requires state agencies and local agencies to make public records available for inspection, subject to specified criteria, and with specified exceptions. Existing law, the Ralph M. Brown Act, requires the meetings of the legislative body of a local agency to be conducted openly and publicly, with specified exceptions. Existing law makes agendas of public meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. This bill would make nonsubstantive changes to the public record provisions governing the writings related to agendas of public meetings. Introduced: 2/16/2023	Assembly Print	Watch
<u>ACA 1 (Aguiar-Curry D)</u> Local government financing: affordable housing and public infrastructure: voter approval.	The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws. Introduced: 12/5/2022	Assembly Print	Support
<u>SB 84 (Gonzalez D)</u> Clean Transportation Program.	The California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 creates the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. This bill would state the intent of the Legislature to enact future legislation related to the Clean Transportation Program. Introduced: 1/13/2023	Senate Rules	Watch
<u>SB 229 (Umberg D)</u>	Existing law prescribes requirements for the disposal of land determined to be surplus land by a local agency. Those requirements include a requirement that a	Senate Gov. & F.	Watch

<p>Surplus land: disposal of property: violations: public meeting.</p>	<p>local agency, before disposing of a property or participating in negotiations to dispose of that property with a prospective transferee, send a written notice of availability of the property to specified entities, depending on the property's intended use, and send specified information in regard to the disposal of the parcel of surplus land to the Department of Housing and Community Development. Existing law, among other enforcement provisions, makes a local agency that disposes of land in violation of these disposal provisions, after receiving notification of violation from the department, liable for a penalty of 30% of the final sale price of the land sold in violation for a first violation and 50% for any subsequent violation. Under existing law, except as specified, a local agency has 60 days to cure or correct an alleged violation before an enforcement action may be brought. This bill would require a local agency that has received a notification of violation from the department to hold an open and public session to review and consider the substance of the notice of violation. The bill would require the local agency's governing body to provide prescribed notice no later than 14 days before the public session. The bill would prohibit the local agency's governing body from taking final action to ratify or approve the proposed disposal until a public session is held as required. By imposing new duties on local agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Amended: 2/23/2023</p>		<p>Item #5. 3/29/2023</p>
<p><u>SB 411</u> (<u>Portantino D</u>)</p> <p>Open meetings: teleconferences: bodies with appointed membership.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2024, authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency or in other situations related to public health that exempt a legislative body from the general requirements (emergency provisions) and impose different requirements for notice, agenda, and public participation, as prescribed. The emergency provisions specify that they do not require a legislative body to provide a physical location from which the public may attend or comment. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency's jurisdiction and other requirements are met, including restrictions on remote participation by a member of the legislative body. This bill would authorize a legislative body to use alternate teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. The bill would</p>	<p>Senate Gov. & F.</p>	<p>Watch</p>

	<p>alternatively define “legislative body” for this purpose to mean a board, commission, or advisory body of a local agency, the membership of which board, commission, or advisory body is appointed and which board, commission, or advisory body is otherwise subject to the act. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/9/2023</p>		<p>Item #5. 3/29/2023</p>
<p>SB 434 (Min D)</p> <p>Transit operators: street harassment survey.</p>	<p>Existing law creates various transit districts throughout the state, with specified powers and duties relative to providing public transit service. Existing law provides various provisions applicable to all public transit and transit districts. Existing law requires the Mineta Transportation Institute at San Jose State University to, on or before December 31, 2023, develop and make available on its internet website a survey for the purpose of promoting consistency in the collection of specified survey data to inform efforts to improve the safety of riders and reduce street harassment on public transit. This bill would require a transit operator, as defined, upon allocation of certain funds by the Legislature, to collect specified survey data for the purpose of informing efforts to improve the safety of riders and reduce street harassment on public transit on or before June 30, 2024. The bill would require a transit operator to conduct outreach activities with subpopulations of riders who are underrepresented in surveys and impacted by street harassment to gain insight into the perspectives of these riders based on their experiences. The bill would provide that specified information collected by a transit operator in the 5 years before the effective date of this bill is deemed to be survey data collected by the transit operator for purposes of the bill. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/13/2023</p>	<p>Senate Transportation</p> <p>3/28/2023 1:30 p.m. - 1021 O Street, Room 1200 SENATE TRANSPORTATION, GONZALEZ, LENA, Chair</p>	<p>Watch</p>
<p>SB 532 (Wiener D)</p> <p>Ballot measures: local taxes.</p>	<p>Existing law requires that the ballots used when voting upon a measure proposed by a local governing body or submitted to the voters as an initiative or referendum measure, including a measure authorizing the issuance of bonds or the incurrence of debt, have printed on them a true and impartial statement describing the purpose of the measure. If the proposed measure imposes a tax or raises the rate of a tax, existing law requires the ballot to include in the statement of the measure the amount of money to be raised annually and the rate and duration of the tax to be levied. This bill would exempt from this requirement a measure that imposes or increases a tax with more than one rate or authorizes the issuance of bonds. The bill would instead permit for these types of measures the statement of the measure to include the words “See voter guide for measure information statement.” This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/14/2023</p>	<p>Senate Gov. & F.</p>	<p>Watch</p>
<p>SB 537 (Becker D)</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding providing for the ability of the public to observe and provide comment. The act allows for meetings to occur</p>	<p>Senate Rules</p>	<p>Watch</p>

	through teleconference, subject to specified requirements. This bill would state the intent of the Legislature to enact subsequent legislation that expands local government’s access to hold public meetings through teleconferencing and remote access. Introduced: 2/14/2023		Item #5. 3/29/2023
SB 617 (Newman D) Public contracts: regional transportation agencies: design-build procurement.	Existing law authorizes a regional transportation agency to utilize the design-build method of procurement to design and construct projects on or adjacent to the state highway system, including related nonhighway portions of the project, based on either best value or lowest responsible bid. Existing law also authorizes a regional transportation agency to utilize the design-build method of procurement, based on either best value or lowest responsible bid, to design and construct projects on expressways that are not on the state highway system if the projects are developed pursuant to an expenditure plan, as specified. This bill would provide that the above-described authorizations to use design-build procurement also include authorization to use progressive design-build procurement, as defined. Introduced: 2/15/2023	Senate Transportation	Watch
SB 670 (Allen D) Transportation: vehicle miles traveled.	Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Existing law imposes various requirements related to transportation planning, including a requirement that certain transportation planning agencies prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires certain transportation planning programs and processes to, among other things, identify opportunities to reduce vehicle miles traveled or measure the impact of certain policies on vehicle miles traveled. This bill would require state and local transportation agencies to create a single model for vehicle miles traveled mapping to be used for transportation planning and funding. By imposing additional duties on local transportation agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Introduced: 2/16/2023	Senate Transportation	Watch
SB 747 (Caballero D) Surplus land: notice of exemption determination.	Existing law, commonly referred to as the Surplus Land Act, imposes specified requirements on a local agency before it disposes of its surplus land, and imposes specified enforcement and reporting duties on the Department of Housing and Community Development. Among those requirements on a local agency, existing law requires a written notice of availability for developing low- and moderate-income housing to be sent to certain local public entities and to housing sponsors that have notified the department of their interest in surplus land. Existing law exempts the disposal of certain surplus land from the requirements of the Surplus Land Act, and defines “exempt surplus land,” for purposes of the act. Existing law authorizes a local agency, on an annual basis, to declare multiple parcels as “surplus land” or “exempt surplus land,” for purposes of the act, as supported by written findings. Existing administrative law requires a local agency making a determination that property is exempt surplus land to provide a copy of the written determination, as specified, to the department at least 30 days before disposition. This bill would authorize a local	Senate Gov. & F.	Watch

	<p>agency to declare administratively that land is exempt surplus land if the declaration and findings are published and available for public comment, and the local public entities and housing sponsors described above are notified at least 30 days before the declaration takes effect. This bill contains other existing laws.</p> <p>Introduced: 2/17/2023</p>		<p>Item #5. 3/29/2023</p>
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Caltrain Federal Report February 2023 – March 2023

Administration Update

FTA to Pursue Transit Flexibility in FY 2024 Budget

- Recipients of transit formula dollars would be provided increased flexibility under [President Biden's FY 2024 budget request](#). The proposal would allow large transit agencies to utilize Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Program funds and flexed Federal-Aid Highway for operations and capital costs.
- The FTA announced this proposal while acknowledging ongoing pandemic-related difficulties that public transit operators have ensured. Federal officials hope this new flexibility will allow transit providers to target federal dollars to the most pressing needs, like operational costs.
- Despite the announcement, the Republican majority in the House may not accept the change. Upon the release of President Biden's FY 2024 budget request, Republican leadership was quick to condemn the request and the trillions of dollars in federal spending.

Secretary Buttigieg Calls for Increased Scrutiny of Rail Industry

- Following the train derailment in East Palestine, Ohio that resulted in toxic chemicals released into the environment, U.S. Department of Transportation (DOT) Secretary Pete Buttigieg called for increased scrutiny of the rail industry.
- Secretary Buttigieg called on Congress and the rail industry to increase rail safety. DOT also outlined new actions it would take after the derailment. Among the steps to be taken by the Biden administration are increased inspections and pursuing new rulemaking on railcar transportation.
- In its recommendations to the rail industry, and specifically to Norfolk Southern, the rail operator responsible for the derailment, DOT calls on industry to:
 - Join FRA's [Confidential Close Call Reporting Program](#) - allowing railroad workers to report unsafe events and conditions.
 - Deploy new inspection technologies
 - Require the owners of tank cars they operate to expedite the phase-in of safer (DOT 117) tank cars in advance of the Congressionally mandated 2029 deadline

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- Provide proactive advance notification to state emergency response teams when they are transporting hazardous gas tank cars through their states
- Provide paid sick leave to rail workers.

DOT Releases RFI on Equitable Transportation Community Explorer

- On February 17, DOT released a request for information (RFI) on its Equitable Transportation Community Explorer updates. The Equitable Transportation Community Explorer allows individuals to view the various disadvantages communities in the United States face.
- The tool is located online, and several search criteria can help identify communities suffering from environmental, economic, and other disadvantages. Given the Biden Administration's focus on funding projects in underserved communities, applicants to discretionary grant programs can use the online tool to focus their proposals on underserved communities.
- Interested parties may submit comments by March 18, 2023 through the [RFI portal](#) on the federal register.

Congressional Update

Senators Release Rail Safety Legislation

- Following the train derailment in East Palestine, Ohio, Sens. Sherrod Brown (D-OH), and JD Vance (R-OH), released legislation adding new safety regulations to the freight rail industry. This bipartisan legislation would make several changes to existing railway safety regulations and invest in recovery efforts after derailments.
- The bipartisan Railway Safety Act ([S. 576](#)) would require freight rail operators transporting hazardous substances to abide by new regulations. Under the bill, freight trains carrying high-hazard flammable materials would be subject to new inspections and increased requirements on the minimum amount of personnel required on a train. Operators would also be subject to larger fines if in violation of railway safety regulations.
- Upon the bill's introduction, Senate Majority Leader Chuck Schumer (D-N.Y.) vowed to pass the legislation in the Senate. However, House Republicans have been less enthusiastic about additional regulation for the rail industry and have tempered expectations for those hoping to pass the Railway Safety Act.

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

- FRA [Corridor Identification and Development Grant Program](#). \$365 million available. All applications due by March 27, 2023.
- FTA [FY22 Federal-State Partnership for Intercity Passenger Rail Grant Program](#). \$2.2 billion available. All applications due by April 21, 2023.
- DHS [Fiscal Year \(FY\) 2023 Transit Security Grant Program \(TSGP\)](#). \$93 million available. All applications due by May 18, 2023.
- DOT [Charging and Fueling Infrastructure \(CFI\) Discretionary Grant Program](#). \$700 million available. All applications due by May 30, 2023.



March 10, 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 – April 2023**

General Update

The bill introduction deadline was on February 17. By this date, over 2,600 bills were introduced. Many of these bills are “spot” or “intent” bills that do not yet have substantive language and are serving as placeholders until formal bill language is finalized. For these bills to move forward, they will need to be amended with substantive language before being heard in a policy committee.

On February 14, the Senate Rules Committee voted to establish the Senate Select Committee on Bay Area Public Transit. The committee will be comprised of Senators Scott Wiener (serving as Chair), Dodd, McGuire, Skinner, and Wahab. While the committee has not formalized its agenda, Senate staff have highlighted that the committee will highlight challenges and opportunities facing Bay Area transit agencies, including, but not limited to, decarbonization, regional coordination, and homelessness.

On February 27, the Assembly and Senate Transportation Committees held a joint hearing titled “Short Term Crisis and Long Term Transformation: How to Bring Back and Build Transit Ridership in California.” The committee and panels discussed both the challenges and paths to increasing ridership, including but not limited to increasing transit-oriented development, improving rider experience, integration among systems, restructuring transit funding models, and increasing state funding for transit operations in light of the fiscal cliff.

Bills with Recommended Action

AB 463 (Hart) - Public Transit Electricity Prioritization. This bill would require the California Public Utilities Commission (CPUC) to consider the impacts of stopping electrical service to the operation of public transit vehicles when establishing priorities for electrical services that provide public benefits. The bill was set for hearing in the Assembly Utilities and Energy Committee on March 22. *Recommend Support.*

Bills with Action Taken

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. Caltrain supported this measure in 2021. *Support.*

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. The bill is set for hearing in the Assembly Public Employment and Retirement Committee on March 22.

AB 557 (Hart) - Brown Act Teleconference Flexibilities. This bill would remove the sunset established in AB 361 (R. Rivas) as well as increase the time period when the Board must renew the findings of an emergency or need for social distancing from 30 days to 45 days.

AB 610 (Holden) - Free Youth Transit Passes. Assemblymember Holden reintroduced AB 1919 from last session that requires the creation of a Youth Free Transit Pass Pilot program. The bill is set to be heard in the Assembly Transportation Committee on March 13.

AB 817 (Pacheco - Open Meetings: Teleconferencing: Subsidiary Body. This bill would authorize a subsidiary body, defined as a body of a local agency that acts exclusively in an advisory capacity and is not authorized to take final action on legislation, regulations, contracts, or any other entitlements, to use alternative teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency.

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 associated fueling or charging infrastructure of facility modifications.

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

Status: Grant funding awarded

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](#).

Caltrans – Caltrans has released the FY 2023-24 Sustainable Transportation Planning Grant application guide and call for applications. The program has a total of \$84 million available for transportation planning projects statewide.

Current Guidelines: Guidelines can be found [here](#).

Status: Caltrain applied on March 9, 2023. Award announcement expected summer 2023.

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.

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.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Advocacy and Major Projects (AMP) Committee
Through: Michelle Bouchard, Executive Director
From: Dahlia Chazan, Deputy Chief, Caltrain Planning
Subject: **Diridon Transit-Oriented Development (TOD) and Business Case Update**

Finance
Committee
Recommendation

Technology,
Operations,
Planning, and
Safety Committee
Recommendation

Advocacy and
Major Projects
Committee
Recommendation

Staff Coordinating
Council Reviewed

Staff Coordinating
Council
Recommendation

Action

This report includes an informational update that requires no action by the Board of Directors (“Board”) of the Peninsula Corridor Joint Powers Board (“JPB” or “Caltrain”).

Significance

Caltrain owns approximately 17 acres of property in the area surrounding Diridon Station (see Exhibit A). Caltrain is undertaking two separate efforts in this area:

1. Seeking entitlement for the future Diridon Plaza Transit-Oriented Development (TOD Project) in advance of securing a developer partner, and
2. Initiating a Business Case to advance the Diridon Integrated Station Concept Plan (DISC) by confirming feasibility and justifying the value for investment.

This report and accompanying presentation provide an update on the status of the two efforts, which are located directly adjacent to each other but progressing on separate schedules. Exhibit A shows Caltrain property ownership around Diridon Station as well as the DISC footprint.

Diridon Plaza TOD

Caltrain owns two parcels located across Cahill Drive from Diridon Station that have been identified as developable (the “Development Parcels”). Future development of these parcels is expected to generate a substantial, long-term revenue stream for Caltrain, encourage transit ridership and contribute over \$12 million towards the creation of much-needed affordable housing in the Station Area.

Currently used as Caltrain parking lots, the Development Parcels are within the Diridon Station Area Plan (DSAP), which was amended in 2021 after years of community engagement. The amended DSAP identifies the Development Parcels for commercial/employment use; however it also places square footage limits on overall commercial development within the plan area. Staff have been working over the past year to advance planning entitlements for the

Development Parcels to ensure that appropriate development capacity is allocated to the parcels before the DSAP development limits are reached.

The proposed TOD project includes 1.2 million square feet of commercial space and features offices on the upper floors and space for restaurants, retail and other active uses on the ground floors. The project also includes a large plaza connecting Diridon Station to Google's Downtown West project, as well as other publicly accessible spaces totaling nearly an acre. The project is consistent with the Caltrain TOD Policy, Rail Corridor Use Policy and the DSAP.

Caltrain's formal planning application for the TOD project was deemed complete by the City of San José (the City) in Fall 2022, and the proposed project is currently undergoing the environmental and City department review process. In the meantime, Caltrain staff have engaged with a variety of local stakeholders to obtain input about the project, including numerous one-on-one meetings and two public meetings hosted by the City.

City approval of the project is anticipated in late summer 2023. At that time, staff will assess the market to determine whether conditions are right to proceed with issuing a Request for Proposals (RFP) to solicit a developer partner, or whether it is more prudent to wait for improved market conditions before issuing an RFP.

Diridon Business Case

Caltrain, the City of San José, the Metropolitan Transportation Commission, Santa Clara Valley Transportation Authority (VTA), and the California High-Speed Rail Authority (Partner Agencies) are jointly planning the future Diridon Station via DISC. In 2020, the Partner Agencies mutually accepted a high-level spatial layout called the Concept Layout that identified the vision for the future Diridon Station.

The Concept Layout will affect several elements at and around Diridon Station including the historic train Depot, PG&E substation, and VTA light rail station and alignment. It will also require relocation of the Caltrain maintenance facility, and elevation of the rail station platforms and tracks. Consequently, the Partner Agencies have identified a set of projects (known as the Program of Projects) that need to be advanced to realize the Concept Layout. However, additional analysis is needed to understand if the Program of Projects, and thus the Concept Layout, are feasible and fundable as the DISC effort was cost unconstrained.

To inform decision-making and help define a project that can be advanced to the environmental phase of study, Caltrain is leading the Partner Agencies in a Business Case. The Business Case will identify the current status of the contingent and adjacent projects in the Program of Projects to define the scale of DISC relative to cost and schedule, priority actions and tradeoff considerations. The Business Case will investigate implementing DISC compared to base case project investments (likely those that have been adopted by respective Boards and Councils) with the objective of presenting an accurate assessment of the costs of infrastructure elements, quantifying measurable benefits and establishing a value proposition for investment.

The Business Case will identify goals, objectives, evaluation criteria, analytical tools and decision methodologies to inform decision-making and assess investment trade-offs. The Business Case will consider value creation, return on investment and equity in the allocation of costs and benefits to users, agencies and the range of stakeholders who will be affected. The Business Case will conceptualize and evaluate investment scenarios so the Partner Agencies can consider the most effective and efficient ways to achieve DISC goals to expand and integrate rail systems and create a world class station and urban environment.

The Business Case will also recommend a governance structure to support further planning, environmental analysis, design, delivery and operations and maintenance of the DISC program.

Budget Impact

There is no direct budget impact associated with this informational update.

Background

Diridon Plaza TOD

Site Description and Proposed Development Concept

The Development Parcels are located immediately east of the Diridon Station and are bordered by S. Montgomery, Cahill, Crandall, and W. San Fernando Streets. A VTA light rail tunnel passes underneath the Development Parcels, essentially bisecting them.

The proposed Diridon Plaza TOD includes two office buildings with ground floor retail and other active uses, as well as a public plaza that will connect the historic Diridon Station to Google's planned Downtown West development to the east. The project will also include two separate underground parking garages. Caltrain has requested a reduced parking requirement to encourage transit use and reduce greenhouse gas emissions, and the parking will be included within a shared Parking Management District. The tables below provide details about the overall development and individual buildings, and graphics depicting the conceptual design are provided in the accompanying presentation.

Diridon Plaza TOD Project Summary

	Total	North Building	South Building
Office Sq. Ft.	1,144,000	530,000	614,000
Retail Sq. Ft.	36,000	25,000	11,000
Auto Parking	792	440	352
Indoor Bike Parking	336	168	168
Stories		16	15
Height		265'	250'
Plaza Sq. Ft.	29,000		

Affordable Housing Payment

The development will be required to pay the City’s adopted commercial linkage fee, which will provide an estimated \$12 million for affordable housing. According to the Diridon Affordable Housing Implementation Plan, which is a strategy document for to the station area plan, the City intends to prioritize use of these funds to subsidize affordable housing in the immediate area.

City of San Jose Entitlement Process

The Caltrain team submitted a preliminary review application to the City in October 2021. After incorporating feedback from the City, the Caltrain team submitted a formal planning application, which was deemed complete by the City in July 2022. The formal review is expected to take about a year and includes community outreach meetings as required by the City of San Jose, and an environmental assessment to ensure compliance with the DSAP Environmental Impact Report (EIR). The project will ultimately be reviewed and approved by the San Jose Planning Commission.

Community Engagement

Over the past several months, the Caltrain team conducted numerous one-on-one meetings with local stakeholders and presented at two public meetings hosted by the City. The team also presented to Catalyze Silicon Valley, a local advocacy organization that has a scorecard for projects. Catalyze SV scored the project 4 out of 5 based on criteria including community, vibrancy, transportation, and legacy.

Future Real Estate Process

Staff expects that the project will receive project entitlements from the City in late summer 2023. At that time, staff will assess market conditions and determine whether the timing is right to proceed with a Request for Proposals (RFP) to solicit a development partner for the project, or whether it is better to wait for market conditions to improve. The City has expressed that they are willing to be flexible in extending entitlements beyond the standard 3

years to 6 years or more, which means that Caltrain will have flexibility in determining the optimal time to engage a developer partner.

Ultimately it is anticipated that Caltrain will enter a long-term ground lease with the development partner. Under the terms of the agreement, the developer would take on all development risk by financing, building, and owning all improvements while JPB would continue to own the Development Parcels and would collect rent based on the success of the development. Staff will seek Board direction at each stage of the real estate process, including direction about timing, final form of disposition agreement, and business terms including Project Labor Agreement or Community Workforce Agreement requirements.

Timeline, Next Steps, and Future Board Review

As noted above, staff completed the formal application to the City of San Jose in July 2022, and the process to receive entitlements is expected to take approximately one year. The real estate process described above would begin in Fall 2023 at the earliest (depending on market conditions) and will be subject to Board approval. The Board will receive additional updates and opportunities to review this project during and after the formal City entitlement process.

Diridon Business Case

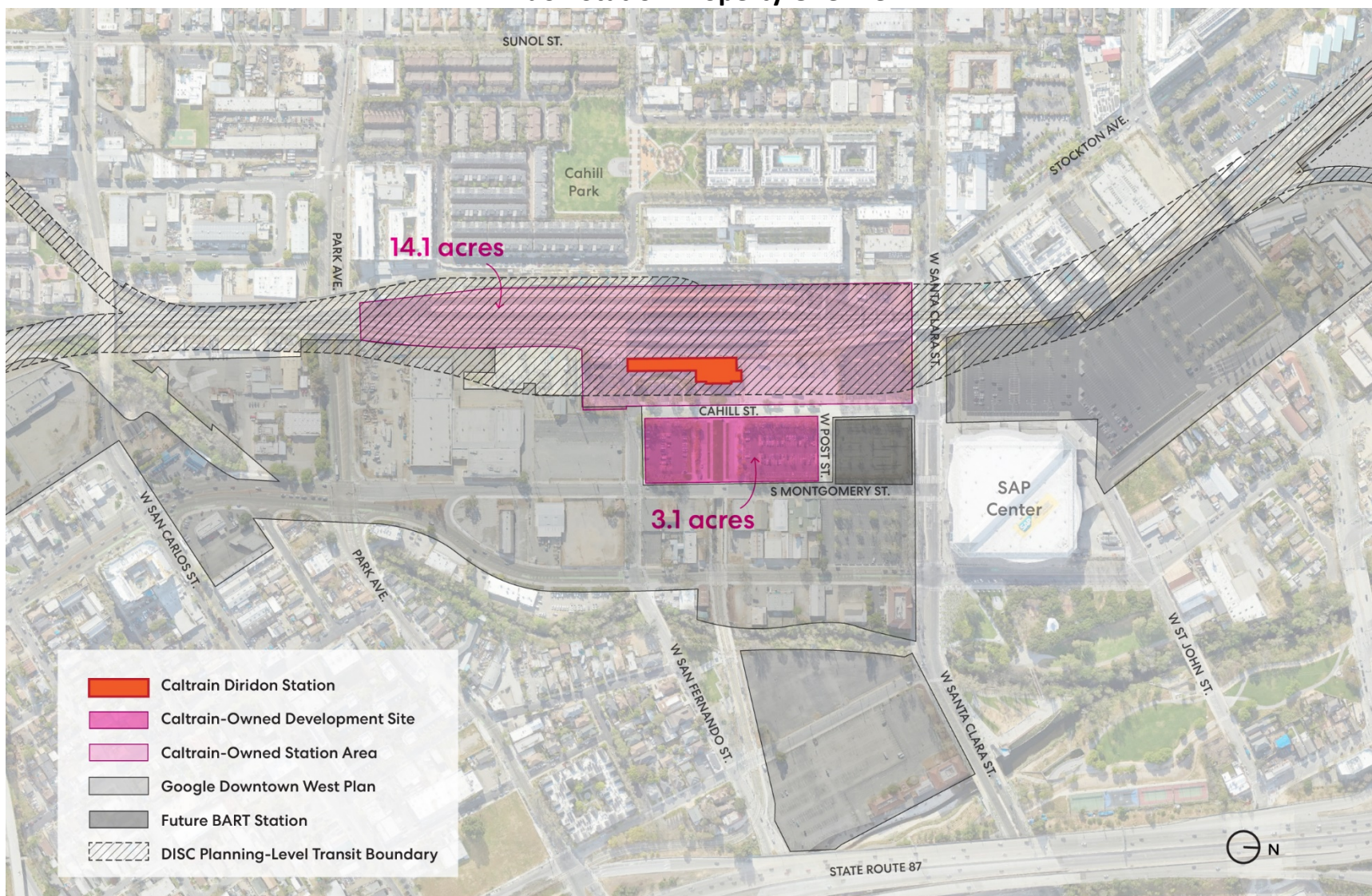
San Jose Diridon Station is a major transit hub located within downtown San Jose, the nation's 10th largest city. It is a historic train depot with Caltrain service, and train service provided by Amtrak, Capitol Corridor Joint Powers Authority (CCJPA), and Altamont Commuter Express (ACE), as well as VTA light rail and bus service. The JPB owns the historic station depot, the Caltrain parking lots, the bus loop area, and the tracks and platforms. As the landowner, the JPB has a stake in the planning process not just for potential shaping of the Station itself, but also as it relates to any potential development on Caltrain property.

With the planned addition of Bay Area Rapid Transit (BART) near the Station and California High Speed Rail service at the Station, as well as expanded Caltrain, ACE, Capitol Corridor and Amtrak service, the Station is expected to become one of the busiest intermodal stations in North America. To effectively accommodate such planned activity and future capacity needs, the Station must be reconfigured to connect all transit services with each other and with the surrounding urban environment.

By working together, the Partner Agencies hope to deliver a world-class destination and transportation hub that provides seamless customer experience for movement between transit modes within the Station and into the surrounding neighborhoods and downtown.

Prepared By:	Nadine Fogarty	Deputy Director, TOD & Real Estate	650-208-6574
	Melissa Reggiardo	Planning Manager	650-868-9925

Exhibit A Diridon Station Property Overview



**Peninsula Corridor Joint Powers Board
Staff Report**

To: Advocacy and Major Projects (AMP) Committee
Through: Michelle Bouchard, Executive Director
From: Dahlia Chazan, Deputy Chief, Caltrain Planning
Subject: **San Francisco Downtown Rail Extension (DTX) Project Update**

Finance
Committee
Recommendation

Technology,
Operations,
Planning, and
Safety Committee
Recommendation

Advocacy and
Major Projects
Committee
Recommendation

Staff Coordinating
Council Reviewed

Staff Coordinating
Council
Recommendation

Action

This report includes an informational update that requires no action by the Board of Directors (“Board”) of the Peninsula Corridor Joint Powers Board (“JPB” or “Caltrain”).

Significance

Caltrain and the Transbay Joint Powers Authority (“TJPA”) are negotiating a Master Cooperative Agreement (“MCA”) for the San Francisco Downtown Rail Extension Project (“DTX” or “The Portal”) to be included in the TJPA’s August 2023 application for the Federal Transit Administration (“FTA”) Capital Investment Grants (“CIG”) Program. The MCA will address key topics, including design support and coordination; procurement and construction coordination; financial commitments; operations, maintenance and rehabilitation; and asset disposition.

Caltrain staff are working collaboratively with TJPA to negotiate a few major items in the MCA, which are described in greater detail in an accompanying PowerPoint presentation. The presentation outlines Caltrain’s position on the issues and provides an opportunity for the Committee to comment.

As communicated in previous DTX updates to the Board, if staff are unable to resolve an issue regarding the contents of the MCA, the issue will be escalated, in succession, to the project leads, executive directors, and the Board chairs.

Budget Impact

This informational 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 is seeking funding through the FTA's CIG New Starts program. 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 requested entry into the Engineering Phase in February 2023. The February submittal included a draft 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.

On February 2nd the Caltrain Board adopted the following three principles to inform Caltrain's approach for negotiating the MCA:

1. Project must be cost-neutral to Caltrain.
 - a. Capital Costs – Any capital contributions Caltrain makes beyond those committed to project development (PCEP, real property, \$1.5M, reimbursed staff time and resources) must be offset through committed third-party funding sources (e.g., grants).
 - b. Maintaining State of Good Repair – DTX cannot detract from Caltrain's ability to maintain its assets in a State of Good Repair.
 - c. Operating Costs – Caltrain's DTX operating contributions cannot detract from Caltrain's ability to operate the rest of the system. Any contribution of incremental operating revenue (e.g., fare revenue, special fare zone, facility revenues) must be directly attributable to DTX and any operating costs in excess of incremental operating revenue must be backstopped by non-Caltrain source(s) in case revenue projections are not met.
2. Project design, operations, and funding must be compatible with and connected to Caltrain's existing and planned rail system and must not preclude be consistent with Caltrain's 2040 service vision.
3. Safety and customer experience must be the primary focus of all planning, design, construction, and operations and maintenance decisions.

Staff are using these principles as the basis for detailed discussions prior to bringing a proposed MCA to the Board.

Prepared By: Gwen Buckley Principal Planner 650-722-6827

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Advocacy and Major Projects (AMP) Committee
Through: Michelle Bouchard, Executive Director
From: Sam Sargent, Director, Strategy and Policy
Subject: **Metropolitan Transportation Commission (MTC) Regional Update**

Finance
Committee
Recommendation

Technology,
Operations,
Planning, and
Safety Committee
Recommendation

Advocacy and
Major Projects
Committee
Recommendation

Staff Coordinating
Council Reviewed

Staff Coordinating
Council
Recommendation

Action

None. Informational only.

Significance

The Metropolitan Transportation Commission (MTC) provides planning, funding, coordination, and technical assistance to cities, counties, transit agencies, and other partners to bring the region together. The California Legislature created MTC in 1970 to plan and provide a cohesive vision for the Bay Area's transportation system.

The Commission's scope over the years has expanded to address other regional issues, including housing and development. MTC is actively considering several key policy and funding decisions that affect Caltrain, and staff wants to ensure the Joint Powers Board (JPB) is apprised of these discussions.

Budget Impact

No budget impact at this time.

Key Regional Items this Month

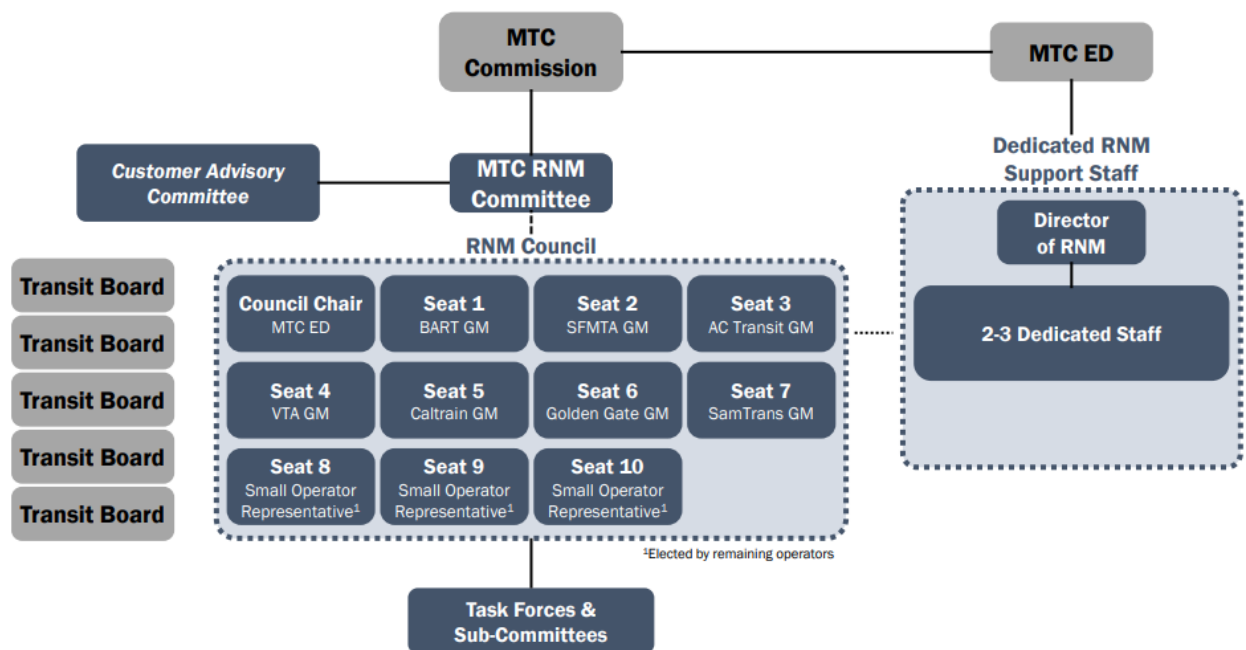
1. MTC Regional Network Management (RNM) Update
2. MTC Rail Partnerships Study

1. MTC Regional Network Management (RNM) Update

Recap: For over a year, MTC has overseen an RNM Business Case process. Caltrain has played a role throughout, with Executive Director Bouchard serving on the Advisory Group. The purpose of RNM is to advance regional transit projects more efficiently and effectively. RNM is focused on six functional areas to determine the correct role of transit operators and new or existing regional entities for each:

- Fare Integration Policy
- Wayfinding and Mapping
- Accessibility
- Bus Transit Priority
- Rail Network Management
- Connected Network Planning

MTC has approved the RNM framework and is now moving into a multi-month startup phase. Three important parts of the RNM governance structure are the focus of MTC staff’s work: (1) the RNM Committee, consisting of policymakers, (2) the RNM Council, consisting of transit operator executives, and (3) the RNM “Voice of the Customer” advisory committee.



MTC staff has proposed repurposing the existing MTC Operations Committee to serve as the RNM Committee. A final determination by the Commission should be made in early April. The RNM framework includes three non-voting members on the RNM Committee: two transit operator board representatives and one state representative. It is expected that the first two non-voting board representatives will come from BART and AC Transit. The non-voting state representative has not been determined.

The RNM Council, which is comprised of ten transit operator general managers and the MTC Executive Director, will be finalized in May. The existing MTC Policy Advisory Council Transit Transformation Action Plan subcommittee, chaired by Adina Levin, will serve as the RNM “Voice of the Customer” advisory committee. It is anticipated that this group of community advisors will be stood up in May as well.

The next MTC discussion on the RNM framework and startup process will be on May 12 at the Executive Committee meeting, followed by the full Commission on May 24.

- **Requested JPB Action: None at this time. Information Only.**

2. MTC Rail Partnerships Study

Recap: The Rail Partnerships Study identified a set of action areas for rail operators (Caltrain and BART primarily) to consider “regionalizing”. The action areas included:

- **Quick Wins**: station and schedule improvements to benefit today’s customers. Examples include the completed work on Millbrae transfer schedules and ongoing Caltrain-BART work on wayfinding at that station.
- **Transform Capital Delivery**: explore the development of a common stage-gate framework for capital projects and find opportunities for multi-agency delivery.
- **Transform Business Models**: explore near-term funding options as Caltrain and BART both face anticipated near-term operating deficits. Develop revenue generation and ridership growth strategies together.
- **Transform Policy**: collaborate on more regional studies, like the Connected Network Plan and submit multi-county inputs for the State Rail Plan.

The MTC, BART, and Caltrain chairs and past chairs, plus the executive directors of each organization, met a second time to discuss areas of collaboration earlier this month. Caltrain staff will continue to pursue customer-facing improvements at our multiagency rail facilities, such as Millbrae and Diridon, while continuing work with BART on medium-to-long range policy and funding initiatives. A third MTC-BART-Caltrain planning meeting is planned for April.

- **Requested JPB Action: None at this time. Information Only.**