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EXECUTIVE DIRECTOR

AGENDA

PENINSULA CORRIDOR JOINT POWERS BOARD

Advocacy and Major Projects (AMP) Committee Meeting

May 24, 2023, 3:30 pm

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

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=dGdjV3lQVW1RUGUyZk9SSml6aXZRZz09> 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 Avenue
San Carlos, CA 94070

Santa Clara County Government Center
70 W. Hedding Street
10th floor, Clerk’s Conference Room
San Jose, CA 95110

Please note that Director Chavez will participate remotely under AB 2449 for just cause and that no members of the Committee will be present at this location. However, members of the public will be able to participate at this location, at JPB headquarters at 1250 San Carlos Ave., San Carlos, or remotely through the Zoom link provided above.

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

Visitors who have been exposed to the COVID-19 virus, who have received a positive COVID-19 test results, or who are experiencing any of the following COVID-19 related symptoms should refrain from participating in person:

- Cough
- Fatigue
- Sore Throat
- Headache
- Congestion or runny nose
- Nausea or vomiting
- Muscle or body aches
- Diarrhea
- Fever or Chills
- Loss of taste or smell
- Shortness of Breath

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.

May 24, 2023 - Wednesday

3:30 pm

*All items to which [Government Code section 84308](#) applies have been marked with an asterisk
A double asterisk indicates that one or more Directors of the JPB serve on the governing board of a public agency with which the JPB proposes to contract. Under Government code section 1091(a)(9), this relationship is considered to be a noninterest but it must be disclosed.*

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 March 29, 2023 Motion
5. State and Federal Legislative Update and Approval of Legislative Proposal:
Support AB 557 (Hart) Motions
Support AB 1377 (Friedman)

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

REVISED 05/24/2023 11:15 AM

- 6. Authorize Execution of Agreement with San Mateo County Transit District in Connection with Bus Bridge Services for the Caltrain Peninsula Corridor Electrification Project (PCEP) 2023 Weekend Closures** Motion

- 7. Corridor Crossings Strategy Introduction Informational

- 8. Railyards Preliminary Business Case Update Informational

- 9. Committee Member Requests

- 10. Date/Time of Next Regular AMP Committee Meeting: Wednesday, June 28, 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 JPB 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 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 March 29, 2023

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

MEMBERS ABSENT: C. Chavez (Vice Chair)

STAFF PRESENT: A. Aknin, M. Bouchard, D. Chazan, C. Fromson, J. Harrison, S. Sargent,
M. Tseng, S. Wong

1. Call to Order/Pledge of Allegiance

Chair Steve Heminger called the rescheduled meeting to order at 10:30 am and Director Jeff Gee led the Pledge of Allegiance.

2. Roll Call

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

3. Public Comment for Items Not on the Agenda

There were no public comments.

4. Public Meeting Minutes of February 22, 2023

Motion/Second: Gee/Heminger

Ayes: Gee, Heminger

Noes: None

Absent: Chavez

Public Comment

Jeff Carter, Millbrae, commented on not seeing video during the pledge of allegiance and roll call.

5. State and Federal Legislative Update and Approval of Legislative Proposal: Support Assembly Bill (AB) 463 (Hart)

Casey Fromson, Chief Communications Officer, provided the presentation, which included the following:

- President Biden's Fiscal Year 2024 Budget included flexibility for transit agencies
- Federal Transit Administration (FTA) rail replacement grant program application to replace three diesel trains with new electric multiple units (EMUs)
- Federal Railroad Administration (FRA) Corridor ID (Identification) Program has funds available for future application
- Caltrain plans to apply for the Federal-State partnership for Intercity Passenger Rail Grant Program for the Diridon Station

- State Budget is where more focus is that will help with the transit operating fiscal cliff.
- California Air Resources Board (CARB) in-use locomotive regulation
- Support for Assembly Bill (AB) 463 prioritization of electric service for the operation of public transit vehicles.

Chair Heminger noted the presence of Directors Burt and Zmuda as observers in the meeting.

Public Comment

Adina Levin, Friends of Caltrain, commented on the earlier mention of the fiscal cliff and seeking state funding options with support from legislators that support the issue, but also encouraged them to fight for this, and the need to finish electrification and have funding to run the trains.

Motion/Second: Gee/Heminger

Ayes: Gee, Heminger

Noes: None

Absent: Chavez

6. Diridon Transit-Oriented Development (TOD) and Business Case Update

Nadine Fogarty, Deputy Director, TOD and Real Estate Planning, provided the presentation, which included the following:

- Future development planning in the Diridon Station Area and process included project entitlements, request for proposal, and entering a long-term ground lease
- Key benefits - ongoing revenue, increased ridership, and \$12 million contribution toward affordable housing
- Guiding policies – Caltrain Rail Corridor Use policy and the Caltrain TOD policy
- Key project details – securing 1.1 million square feet of commercial space, one-acre open space, and two buildings with underground parking
- Prioritized pedestrian, bike, and transit access
- Community outreach and feedback
- Diridon TOD real estate process and assessment to see if the project should proceed

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

- Budget recovery strategy - the project more than makes up for the cost of getting the entitlement and the slight development risk in exchange for high rents
- Life sciences application options in the entitlement process
- Have a transit operator build car parks with the same reduced parking ratio in downtown
- San Jose minimum and maximum parking requirements and Caltrain to shift parking to another site if it does not fulfill the minimum onsite parking requirements
- Provide a future parking update
- Google's plans for this project

Public Comment

Adrian Brandt, San Mateo County, commented on exploring opportunities to lower parking numbers for the project and to attract tenants that use public transit.

Adina Levin, Friends of Caltrain, spoke in support of decreasing parking, and constraints with the San Jose Sharks requiring buildings to offer more parking for public parking.

Melissa Reggiardo, Manager, Caltrain Planning, provided the second part of the presentation that included the following:

- Diridon Integrated Station Concept (DISC) Plan, scope and timeline of the business case, and governance work programmed within business case.
- Concept layout overview, Cooperative agreement (2018- current), and conceptual design.
- Outstanding questions to resolve include the potential Central Equipment & Maintenance Facility (CEMOF) relocation, moving a historic depot, PG&E (Pacific Gas & Electric) substation relocation, and light rail stop reconfiguration.
- Scope and timeline of the business case
- Phase 1 – funded scope and complete at the end of 18 months
- Phase 2 – unfunded and complete at the end of 24 months
- Governance analysis, approach, evolution, and assessment of governance structures

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

- Budget and partner resources
- JPB is the primary owner of the real estate with some Valley Transportation Authority (VTA) ownership (and BART is not listed as a partner as they are represented by the VTA)
- Consider leasing to a master developer as part of the agreement
- Director Heminger to serve as a Caltrain representative on the Diridon Joint Powers Advisory Board and to hear updates on projects in the Diridon station area.

Public Comment

Adrian Brandt, San Mateo County, commented on a change to the arrow displayed on slide 27.

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

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

- Rebranding from Downtown Extension to The Portal
- Transbay Joint Powers Authority (TJPA) is seeking funding for the DTX project from the New Starts program, which could fund up to 50 percent of total project capital cost
- Caltrain and TJPA are developing a Master Cooperative Agreement (MCA) to formalize their respective roles
- Caltrain staff plans to bring the MCA to the Board by August 2023 for review and approval

- Cost neutrality and project definition with three items need to be incorporated into MCA and as defined by Federal Transit Administration (FTA)
- Enabling work and process for design and construction

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

- TJPA is the office owner and Caltrain is the first tenant operator; it is not the tenant's responsibility to take care of the building
- Time and money are a major factor – uncertainty of when High-Speed Rail will get here and why spend money on level boarding if the current train set may need to be replaced
- Consider a passenger surcharge to support Caltrain service and asset management for Transbay Joint Powers Authority (TJPA)
- High-Speed Rail paying Caltrain back for its initial investment and project benefits for Caltrain

Public Comment

Adrian Brandt, San Mateo County, commented on the increase in value proposition for Caltrain, High-Speed Rail reimbursement, and passenger fees.

Adina Levin, Friends of Caltrain, commented on language of funding sources other than Caltrain, especially for “looking forward” projects, the affordability of surcharges, and increasing and diversifying ridership goals.

Jeff Carter, Millbrae, commented on the fare surcharge to not discourage use of the new extension, distance-based fares, and level boarding.

Gerald Cauthen, President of Bay Area Transportation Working Group, commented on level boarding dependent on when High-Speed Rail arrives, the value to Caltrain, especially if linked to Market Street in the future, and being fair in negotiations between the two projects.

8. Metropolitan Transportation Commission (MTC)/Regional Update

Executive Director Bouchard noted the material was provided in the agenda packet and Chair Heminger moved on to the next agenda item.

9. Committee Member Requests

Director Gee requested bringing up passenger surcharges for the San Francisco DTX project development discussions.

10. Date/Time of Next Regular AMP Committee Meeting: Wednesday, April 26, 2023 at 3:30 pm.

11. Adjourn

The meeting adjourned at 12:05 pm.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Joint Powers Board and 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 AB 557 (Hart)
Support AB 1377 (Friedman)**

Finance Committee Recommendation Technology, Operations, Planning, and Safety Committee Recommendation Advocacy and Major Projects Committee Recommendation Staff Coordinating Council Reviewed

Action

Staff proposes the Committee recommend the Board:

1. Receive the attached State and Federal Legislative Updates
2. Approve Legislative Proposal:
 - a. Support AB 557 (Hart)
 - b. Support AB 1377 (Friedman)

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

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State Legislative Matrix 5/12/2023

Bill Number (Author)	Summary	Location	Position
AB 6 (Friedman D) Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions.	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 that each regional transportation plan 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 require the state board, after January 1, 2024, and not later than September 30, 2026, to establish additional targets for 2035 and 2045, respectively, as specified. This bill contains other existing laws. Amended: 3/16/2023	Assembly Third Reading 5/15/2023 #72 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS	Watch
AB 7 (Friedman D) Transportation: project selection processes.	Existing law establishes within state government the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. The agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over each department within the agency. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. This bill would require, on and after January 1, 2025, the project selection process for each transportation project that would be funded, at least partially, from specified funding sources, including the State Highway Account, the Road Maintenance and Rehabilitation Account, and the Trade Corridor Enhancement Account, to incorporate specified principles. The bill would require the agency, on or before January 1, 2026, and annually thereafter, to submit a report to the Legislature on how those transportation projects that were completed during the prior year incorporated those principles. This bill contains other existing laws. Amended: 3/16/2023	Assembly Appropriations Suspense File 5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair	Watch
AB 96 (Kalra D) Public employment:	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	Senate Rules	Watch

<p>local public transit agencies: autonomous transit vehicle technology.</p>	<p>procedures for meeting and conferring on matters subject to collective bargaining. This bill would require a public transit employer, at least 10 months before beginning a procurement process to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of a workforce, to provide written notice to the exclusive employee representative of the workforce affected by the autonomous transit vehicle technology of its determination to begin that procurement process. The bill would require the public transit employer and exclusive employee representative, upon written request by the exclusive employee representative, to commence collective bargaining within a specified time period on certain subjects, including creating plans to train and prepare the affected workforce to fill new positions created by the autonomous transit vehicle technology.</p> <p>Amended: 5/1/2023</p>		<p>Item #5. 5/24/2023</p>
<p>AB 241 (Reyes D)</p> <p>Clean Transportation Program: Air Quality Improvement Program: funding.</p>	<p>Existing law establishes 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. Existing law requires the commission to give preference to those projects that maximize the goals of the program based on specified criteria and to fund specified eligible projects, including, among others, alternative and renewable fuel projects to develop and improve alternative and renewable low-carbon fuels. Existing law creates the Alternative and Renewable Fuel and Vehicle Technology Fund, to be administered by the commission, and requires the moneys in the fund, upon appropriation by the Legislature, to be expended by the commission to implement the program. This bill would expand the purpose of the program to include developing and deploying innovative technologies that transform California’s fuel and vehicle types to help reduce criteria air pollutants and air toxics. The bill would no longer require the commission to provide certain project preferences. The bill would provide that the goals of the program shall be to advance the state’s clean transportation, equity, air quality, and climate emission policies and would require the commission to ensure program investments support specified requirements. The bill would require the commission, on and after January 1, 2025, to expend at least 50% of the moneys appropriated to the program on programs and projects that directly benefit or serve residents of disadvantaged and low-income communities and low-income Californians, and would require at least 50% of funding for tangible location-based investments to be expended in disadvantaged and low-income communities.</p> <p>Amended: 3/23/2023</p>	<p>Assembly Appropriations</p> <p>5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair</p>	<p>Watch</p>
<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</p>	<p>Senate Gov. & F.</p>	<p>Watch</p>

	<p>surplus land” to include a parcel that is (1) identified in the local agency’s circulation element or capital improvement program for future roadway development, (2) no larger than 2 acres, (3) zoned for retail commercial use, and leased for a purpose consistent with the underlying zoning, and (4) abuts a state highway right-of-way.</p> <p>Amended: 3/15/2023</p>		<p>Item #5. 5/24/2023</p>
<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 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>Assembly Appropriations Suspense File</p> <p>5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair</p>	<p>Support</p>
<p>AB 480 (Ting D)</p> <p>Surplus land.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local 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 requires a local agency to take formal action in a regular public meeting to declare land is surplus and is not necessary for the agency’s use and to declare land as either “surplus land” or “exempt surplus land,” as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency’s policies or procedures. This bill would recast that provision and would exempt a local agency, in specified instances, from making a declaration at a public meeting for land that is “exempt surplus land” if the local agency identifies the land in a notice that is published and available for public comment at least 30 days before the exemption takes effect. The bill would also require a local agency to provide a written notification to the Department of Housing and Community Development of its declaration and findings 30 days before disposing of land declared “exempt surplus land.”</p>	<p>Assembly Appropriations</p> <p>5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair</p>	<p>Watch</p>

	<p>Because this bill would require local officials to perform additional duties, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Amended: 4/5/2023</p>		<p>Item #5. 5/24/2023</p>
<p>AB 557 (Hart 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 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 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>Assembly Third Reading</p> <p>5/15/2023 #33 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS</p>	<p>Recommend Support</p>
<p>AB 610 (Holden D)</p>	<p>Existing law declares that the fostering, continuance, and development of public</p>	<p>Assembly Appropriations Suspense File</p>	<p>Watch</p>

<p>Youth Transit Pass Pilot Program: free youth transit passes.</p>	<p>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>Introduced: 2/9/2023</p>	<p>5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair</p>	<p>Item #5. 5/24/2023</p>
<p>AB 744 (Carrillo, Juan D)</p> <p>California Transportation Commission: data, modeling, and analytic software tools procurement.</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 would authorize the commission to provide a direct allocation of funding to local agencies engaged in state-of-the-art technology operations for the above purposes, and would require state and local agencies that receive the funds or access to data, modeling, and analytic software tools to submit reports to the commission no later than February 1, 2026, regarding their use of the data, modeling, and analytic software tools. The bill would require the commission, based on those reports, to submit a report to the Legislature no later than December 1, 2026, regarding the use of the data, modeling, and analytic software tools by state and local agencies. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 2/13/2023</p>	<p>Assembly Appropriations Suspense File</p> <p>5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair</p>	<p>Watch</p>

<p>AB 756 (Papan D)</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 Appropriations</p> <p>5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair</p>	<p>Item #5. 5/24/2023</p> <p>Watch</p>
<p>AB 761 (Friedman D)</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 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>	<p>Assembly Appropriations Suspense File</p> <p>5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair</p>	<p>Watch</p>
<p>AB 817 (Pacheco D)</p> <p>Open meetings: teleconferencing: subsidiary body.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, 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. The act generally requires for</p>	<p>Assembly 2 year</p>	<p>Watch</p>

	<p>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. 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 subsidiary body, as defined, to use alternative teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter. This bill contains other existing laws.</p> <p>Amended: 3/16/2023</p>		<p>Item #5. 5/24/2023</p>
<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 Third Reading</p> <p>5/15/2023 #22 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS</p>	<p>Watch</p>
<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 background and</p>	<p>Assembly Third Reading</p> <p>5/15/2023 #23 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS</p>	<p>Watch</p>

	<p>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>		Item #5. 5/24/2023
<p>AB 837 (Alvarez D)</p> <p>Surplus land: exempt surplus land: sectional planning area.</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 provide, until January 1, 2024, that land that is subject to a sectional planning area, as described, is not subject to the above-described requirements for the disposal of surplus land if specified conditions are met. The bill would, commencing April 1, 2025, and annually thereafter, require a local agency that disposes of land pursuant to these provisions submit a specified report to the Department of Housing and Community Development. The bill would make a local agency that disposes of land in violation of these provisions liable for a civil penalty, as specified. This bill contains other related provisions.</p> <p>Amended: 5/1/2023</p>	<p>Assembly Appropriations Suspense File</p> <p>5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair</p>	Watch
<p>AB 980 (Friedman D)</p> <p>Active Transportation Program: report.</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 require an applicant that receives funding under the program for a project to, within one year of completing the project, submit a report to the commission describing how the project met active transportation goals.</p> <p>Amended: 3/13/2023</p>	<p>Assembly Appropriations Suspense File</p> <p>5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair</p>	Watch
<p>AB 1335 (Zbur D)</p> <p>Local government: transportation planning and land use: sustainable communities strategy.</p>	<p>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. Existing law requires the sustainable communities strategy to include specified information, including an identification of areas within the region sufficient to house all the population of the region over the</p>	<p>Assembly Third Reading</p> <p>5/15/2023 #13 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS</p>	Watch

	<p>course of the planning period of the regional transportation plan, as specified, and an identification of areas within the region sufficient to house an 8-year projection of the regional housing need for the region, as specified. This bill would additionally require each metropolitan planning organization to include in the sustainable communities strategy the total number of new housing units necessary to house all the population of the region over the course of the planning period of the regional transportation plan, calculated as specified and except as provided, and the total number of new housing units necessary to house the above-described 8-year projection, as specified. By imposing additional duties on metropolitan planning organizations, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> <p>Amended: 5/11/2023</p>		<p>Item #5. 5/24/2023</p>
<p>AB 1377 (Friedman D) Homeless Housing, Assistance, and Prevention Program: Round 3.</p>	<p>Existing law establishes, among various other programs intended to address homelessness in this state, the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by a best-practices framework focused on moving homeless individuals and families into permanent housing and supporting the efforts of those individuals and families to maintain their permanent housing. Existing law provides for the allocation of funding under the program among continuums of care, cities, counties, and tribes in 4 rounds, which are to be administered by the Interagency Council on Homelessness. Existing law, beginning with round 3 of the program, requires applicants to provide specified information for all rounds of program allocations through a data collection, reporting, performance monitoring, and accountability framework, as established by the council. This includes data on the applicant's progress towards meeting their outcome goals, to be submitted annually, for each year of the program, and other information if the applicant has not made significant progress towards those goals. This bill would also require data and a narrative summary of specific and quantifiable steps that the applicant has taken to improve the delivery of housing and services to people experiencing homelessness or at risk of homelessness, on transit facilities owned and operated by a transit district, as defined, in their jurisdiction. This bill contains other existing laws.</p> <p>Amended: 4/13/2023</p>	<p>Assembly Consent Calendar 5/15/2023 #151 ASSEMBLY CONSENT CALENDAR 1ST DAY-ASSEMBLY BILLS</p>	<p>Recommend Support</p>
<p>AB 1379 (Papan 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 be open and public, and that all persons be permitted to attend unless a closed session is authorized. 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. This bill, with respect to those general provisions on teleconferencing, would require a</p>	<p>Assembly 2 year</p>	<p>Watch</p>

	<p>legislative body electing to use teleconferencing to instead post agendas at a singular designated physical meeting location, as defined, rather than at all teleconference locations. The bill would remove the requirements for the legislative body of the local agency to identify each teleconference location in the notice and agenda, that each teleconference location be accessible to the public, and that at least a quorum of the members participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The bill would instead provide that, for purposes of establishing a quorum of the legislative body, members of the body may participate remotely, at the designated physical location, or at both the designated physical meeting location and remotely. The bill would require the legislative body to have at least 2 meetings per year in which the legislative body's members are in person at a singular designated physical meeting location. This bill contains other existing laws.</p> <p>Amended: 3/23/2023</p>		<p>Item #5. 5/24/2023</p>
<p>AB 1475 (Fong, Vince R)</p> <p>Transportation Agency: performance dashboard.</p>	<p>Existing law establishes the Transportation Agency, which has the power of general supervision over specified state entities. Existing law requires the agency to develop and report on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, coordinated planning and policy formation in the matters of public interest related to the agency. This bill would require the agency to create and maintain on its internet website a performance dashboard that, for every project overseen by the Department of Transportation, provides metrics, fiscal information, and operational information, as specified. The bill would require the agency to update the dashboard quarterly, using publicly available information. The bill would authorize the department to partner with other state or local agencies to collect the data required to be included in the performance dashboard.</p> <p>Amended: 4/10/2023</p>	<p>Assembly Appropriations Suspense File</p> <p>5/18/2023 Upon adjournment of Session - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS SUSPENSE, HOLDEN, CHRIS, Chair</p>	<p>Watch</p>
<p>AB 1525 (Bonta D)</p> <p>Transportation projects: priority populations.</p>	<p>Existing law establishes within state government the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. The agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over each department within the agency. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. This bill would require the agency, the Department of Transportation, and the California Transportation Commission, on or before July 1, 2025, to jointly develop and adopt criteria and an evaluation process for purposes of jointly evaluating each agency, Department of Transportation, or California Transportation Commission project, as defined, to, among other things, determine if the project would be located in a priority population, address an important need of a priority population, and provide a direct, meaningful, and assured benefit to a priority population, as specified. The bill would require the agency, the Department of Transportation, and the</p>	<p>Assembly Appropriations</p> <p>5/17/2023 9 a.m. - 1021 O Street, Room 1100 ASSEMBLY APPROPRIATIONS, HOLDEN, CHRIS, Chair</p>	<p>Watch</p>

	<p>California Transportation Commission, on and after July 1, 2025, to jointly evaluate all new proposed projects by the criteria, and, on or before July 1, 2026, and annually thereafter, to jointly submit a report to the Legislature that evaluates how projects funded during the prior year impacted priority populations, as specified. The bill would require the agency, the California Transportation Commission, and the Department of Transportation, on or before July 1, 2026, and triennially thereafter, to jointly establish a percentage, of at least 60%, of moneys allocated for agency, Department of Transportation, or California Transportation Commission projects, excluding administrative costs, to be allocated for projects that are located in priority populations, address an important need of priority populations, and provide at least 5 direct, meaningful, and assured benefits, or additional co-benefits, to priority populations, and would require those entities to allocate moneys consistent with that established percentage.</p> <p>Amended: 4/19/2023</p>		<p>Item #5. 5/24/2023</p>
<p>ACA 1 (Aguiar-Curry D)</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p> <p>Introduced: 12/5/2022</p>	<p>Assembly Print</p>	<p>Support</p>
<p>SB 84 (Gonzalez D)</p> <p>Clean Transportation Program: Air Quality Improvement Program: funding.</p>	<p>Existing law establishes 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. Existing law requires the commission to give preference to those projects that maximize the goals of the program based on specified criteria and to fund specified eligible projects, including, among others, alternative and renewable fuel projects to develop and improve alternative and renewable low-carbon fuels. Existing law creates the Alternative and Renewable Fuel and Vehicle Technology Fund, to be administered by the commission, and requires the moneys in the fund, upon appropriation by the Legislature, to be expended by the commission to implement the program. This bill would expand the purpose of the program to include developing and deploying innovative technologies that transform California’s fuel and vehicle types to help reduce criteria air pollutants and air toxics. The bill would no longer require the commission to provide certain project preferences. The bill would provide that the goals of the program</p>	<p>Senate Appropriations Suspense File</p> <p>5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair</p>	<p>Watch</p>

	<p>shall be to advance the state’s clean transportation, equity, air quality, and climate emission policies and would require the commission to ensure program investments support specified requirements. The bill would require the commission, on and after January 1, 2025, to expend at least 50% of the moneys appropriated to the program on programs and projects that directly benefit or serve residents of disadvantaged and low-income communities and low-income Californians, and would require at least 50% of funding for tangible location-based investments to be expended in disadvantaged and low-income communities.</p> <p>Amended: 3/13/2023</p>		<p>Item #5. 5/24/2023</p>
<p>SB 229 (Umberg D)</p> <p>Surplus land: disposal of property: violations: public meeting.</p>	<p>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 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>Senate Third Reading</p> <p>5/15/2023 #40 SENATE SENATE BILLS -THIRD READING FILE</p>	<p>Watch</p>
<p>SB 411 (Portantino D)</p> <p>Open meetings: teleconferences: neighborhood councils.</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. This bill, until January 1, 2028, would authorize an eligible legislative body to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if the city council has adopted an authorizing</p>	<p>Senate Third Reading</p> <p>5/15/2023 #59 SENATE SENATE BILLS -THIRD READING FILE</p>	<p>Watch</p>

	<p>resolution and 2/3 of an eligible legislative body votes to use the alternate teleconferencing provisions. The bill would define “eligible legislative body” for this purpose to mean a neighborhood council that is an advisory body with the purpose to promote more citizen participation in government and make government more responsive to local needs that is established pursuant to the charter of a city with a population of more than 3,000,000 people that is subject to the act. The bill would require an eligible legislative body authorized under the bill to provide publicly accessible physical locations for public participation, as prescribed. The bill would also require that at least a quorum of the members of the neighborhood council participate from locations within the boundaries of the city in which the neighborhood council is established. This bill contains other related provisions and other existing laws.</p> <p>Amended: 4/24/2023</p>		<p>Item #5. 5/24/2023</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 appropriation of funds by the Legislature, to collect and publish 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 December 31, 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 authorize a transit operator to collect survey data in multiple languages to reach limited-English-proficient riders impacted by street harassment, as provided. The bill would require a transit operator to publish and make publicly available on its internet website the survey data collected pursuant to these provisions and promptly notify the Governor and the Legislature of publication of the survey data. 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, and that specified outreach activity conducted by a transit operator in the 5 years before the effective date of this bill is deemed to be outreach activities conducted 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>Amended: 3/16/2023</p>	<p>Senate Appropriations Suspense File</p> <p>5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, 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</p>	<p>Senate Appropriations Suspense File</p> <p>5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair</p>	<p>Watch</p>

	<p>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. If the proposed measure imposes or increases a tax with more than one rate, or authorizes the issuance of bonds, this bill would require that the ballot include in the statement of the measure to be voted on an estimate of the amount of money to be raised annually and the rate and the duration of the tax to be levied. This statement, which may contain bullet points, would not count toward any word limit that applies to the statement of the measure. This bill contains other related provisions and other existing laws.</p> <p>Amended: 4/25/2023</p>		<p>Item #5. 5/24/2023</p>
<p>SB 537 (Becker D)</p> <p>Open meetings: multijurisdictional, cross-county agencies: teleconferences.</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. These circumstances include if a member shows “just cause,” including for a childcare or caregiving need of a relative that requires the member to participate remotely. This bill would expand the circumstances of “just cause” to apply to the situation in which an immunocompromised child, parent, grandparent, or other specified relative requires the member to participate remotely. This bill contains other related provisions and other existing laws.</p> <p>Amended: 4/24/2023</p>	<p>Senate Third Reading</p> <p>5/15/2023 #60 SENATE SENATE BILLS -THIRD READING FILE</p>	<p>Watch</p>
<p>SB 617 (Newman D)</p> <p>Public contracts: progressive design-</p>	<p>Existing law, until January 1, 2029, authorizes local agencies, defined as any city, county, city and county, or special district authorized by law to provide for the production, storage, supply, treatment, or distribution of any water from any source, to use the progressive design-build process for up to 15 public works</p>	<p>Assembly Local Government</p>	<p>Watch</p>

<p>build: local and regional agencies.</p>	<p>projects in excess of \$5,000,000 for each project. Existing law defines “progressive design-build” as a project delivery process in which both the design and construction of a project are procured from a single entity that is selected through a qualifications-based selection at the earliest feasible stage of the project. Existing law requires the selected entity and its general partners or joint venture members to verify specified information under penalty of perjury. This bill would additionally authorize a transit district, municipal operator, consolidated agency, joint powers authority, regional transportation agency, or local or regional agency, as described, to use the progressive design-build process. The bill would specify that the authority to use the progressive design-build process does not include inspection services for projects on, or interfacing with, the state highway system. By expanding the local agencies that may use the progressive design-build process and thus expanding the crime of perjury, the bill would impose a state-mandated local program.</p> <p>Amended: 3/30/2023</p>		<p>Item #5. 5/24/2023</p>
<p>SB 670 (Allen D)</p> <p>State Air Resources Board: vehicle miles traveled: maps.</p>	<p>Existing law designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution and the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. 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 each regional transportation plan to include, among other things, a sustainable communities strategy prepared by each metropolitan planning organization, as specified, which is designed to achieve certain targets for 2020 and 2035 established by the state board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. This bill would require the state board, in consultation with the Office of Planning and Research and the Department of Transportation, to develop a methodology for assessing and spatially representing light-duty vehicle miles traveled and to develop maps accordingly to display average light-duty vehicle miles traveled per capita in the state at the local, regional, and statewide level, as provided. The bill would require the state board to adopt the methodology no later than January 1, 2025, and to publish the maps no later than 6 months after the methodology is adopted. The bill would require the state board to update the methodology and maps at least once every 4 years. The bill would require the state board to make the methodology and the maps publicly available on its internet website. Under certain circumstances, the bill would require the state board, in consultation with the Office of Planning and Research, to provide technical assistance with regard to the usage and interpretation of the statewide map to a local agency requesting assistance.</p> <p>Amended: 4/27/2023</p>	<p>Senate Appropriations Suspense File</p> <p>5/18/2023 Upon adjournment of Session - 1021 O Street, Room 2200 SENATE APPROPRIATIONS SUSPENSE, PORTANTINO, ANTHONY, Chair</p>	<p>Watch</p>
<p>SB 747 (Caballero D)</p> <p>Land use: economic development: surplus land.</p>	<p>Existing law authorizes a city, county, or city and county, with the approval of its legislative body by resolution after a public hearing, to acquire, sell, or lease property in furtherance of the creation of an economic opportunity, as defined. Existing law specifies the Legislature’s intent regarding those provisions. This bill would authorize a city, county, or city and county, in addition to a sale or</p>	<p>Senate Appropriations</p> <p>5/15/2023 10 a.m. - 1021 O Street, Room 2200 SENATE APPROPRIATIONS, PORTANTINO, ANTHONY, Chair</p>	<p>Watch</p>

	<p>lease, to otherwise transfer property to create an economic opportunity. The bill would make related, conforming changes. The bill would additionally state the Legislature’s intent is to ensure that residents of the state have access to jobs that allow them to afford housing without the need for public subsidies. This bill contains other related provisions and other existing laws.</p> <p>Amended: 5/1/2023</p>		<p>Item #5. 5/24/2023</p>
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Total Measures: 32

Total Tracking Forms: 32



May 12, 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 – June 2023**

General Update

The Legislature recently wrapped up policy committee hearings for fiscal bills in the first house. The weeks immediately preceding the April 28 policy committee deadline are arguably the busiest of the Legislative session, as committees work to analyze and hold hearings for most of the bills introduced thus far while simultaneously conducting hearings on the proposed state budget. Non-fiscal bills had until May 5 to be heard in policy committee.

The next legislative milestone is the fiscal committee deadline, where fiscal bills must be heard in the Appropriations Committee in the first house. A large proportion of the bills in either house's Appropriations Committee will get placed on the Committee's "suspense file" that will be dispensed with the day before the fiscal committee deadline of May 19.

Budget Update. The Governor released the May Revision of the 2023-24 State Budget on Friday the 12th. Traditionally, the May Revision is timed to capture the state's income tax filings and uses those as the basis for updating California's fiscal position, as well as provide an opportunity for the Governor to revisit his fiscal priorities. However, because the tax filing period was extended for the majority of the counties in California to October 16, 2023, it is difficult for the Governor to know the state's true fiscal position.

As previously reported, the Governor's January Budget proposal included a \$2 billion reduction in TIRCP funding, among other reductions to address the January budget shortfall figure of \$22.5 billion.

The May Revision now projects a \$31.5 billion deficit for the 2023-24 budget year. The May Revision maintains the proposed reductions to various transportation programs from January and does not propose reducing the funding further. The May Revision Summary also includes the following language:

"While the state's transit agencies have benefitted from large infusions of capital dollars, both state and federal, post-pandemic ridership trends have resulted in significant operating challenges for many of the state's transit agencies, particularly as federal relief dollars begin to run out. The Administration welcomes discussion with the Legislature on potential near- and long-term solutions to support the viability of transit across the state."

Prior to the May Revise release, the Senate Democrats unveiled their budget proposal, which includes rejecting the reductions to the Transit and Intercity Rail Capital (TIRCP) program and other transportation funding reductions that the Governor proposed in his January 2023-24 Budget Proposal. The Senate proposal is intended to serve as the starting point for negotiations with the Assembly and the Governor's office.

The California Transit Association is requesting \$5.15 billion over the next five fiscal years for transit operations.

Bills with Recommended Action

AB 557 (Hart) - AB 361 Sunset Extension. 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. This bill passed the Assembly Local Government Committee and is pending a vote on the Assembly Floor. ***Recommend Support.***

AB 1377 (Friedman) – Homeless Housing, Assistance, and Prevention Program. This bill would require applicants for the Homeless Housing, Assistance, and Prevention Program to include data and a narrative summary of steps taken to improve the delivery of housing and services to people experiencing homelessness on transit properties in their jurisdiction. The bill is pending a vote on the Assembly floor. ***Recommend Support.***

SB 537 (Becker) - Teleconference Flexibilities. This bill was amended to provide a narrow exemption under the Brown Act for certain legislative bodies to participate in meetings via teleconferencing outside of a declared state of emergency without posting the physical location of members, but still requiring a quorum to be present at a meeting location within the jurisdiction and would only allow remote participation without posting the specific location for members participating from a public location more than 40 miles from the in-person meeting location. The bill would define "legislative body" to mean a board, commission, or advisory body of an appointed multijurisdictional cross county agency and defines "multijurisdictional" to mean a legislative body that includes representatives from more than one county, city, city and county, special district, or a joint powers entity. The bill would expand the circumstances of "just cause" under the AB 2449 (Rubio) authorization to apply to the situation in which an immunocompromised child, parent, grandparent, or other relative requires the member to participate remotely.

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.***

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 passed out of the Assembly Utilities and Energy Committee on March 22 and is now on the Assembly Appropriations Suspense File. **Support.**

Bills of Interest

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 notice to employee representatives prior to procuring, acquiring or deploying these technologies and subject this to collective bargaining, among other requirements.

Amendments on May 1 require a 10-month notice before beginning procurement or deployment of a technology that would eliminate job functions or jobs, among other changes.

The bill passed out of the Assembly and is now in the Senate.

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 passed unanimously out of the Assembly Transportation Committee on March 13 and is now on the Assembly Appropriations Suspense File.

AB 817 (Pacheco) – Open Meeting Flexibility for Subsidiary Bodies. This bill allows subsidiary bodies to use teleconferencing without regard to a state of emergency if they meet certain requirements. Subsidiary bodies are bodies that serve in an advisory capacity and do not take final action on specified items.

This bill was not heard in the Assembly Local Government Committee and will not move further this year.

AB 1379 (Papan) - Teleconference Flexibilities. AB 1379 expands various flexibilities for local agencies under the Brown Act including, but not limited to, relaxing requirements for posting teleconference locations, relaxing certain quorum requirements, removing the existing January 1, 2026 sunset date of flexibilities in current law, removing restrictions that prohibit members from participating remotely for more than two meetings a year, among other changes. The bill also requires that a legislative body have at least two meetings a year where members are in person at a single designated location.

Like AB 817, this bill was not heard in the Assembly Local Government Committee and will not move further this year.

SB 537 (Becker) - Teleconference Flexibilities. This bill was amended to provide a narrow exemption under the Brown Act for certain legislative bodies to participate in meetings via teleconferencing outside of a declared state of emergency without posting the physical location of members, but still requiring a quorum to be present at a meeting location within the jurisdiction and would only allow remote participation without posting the specific location for members participating from a public location more than 40 miles from the in-person meeting location. The bill would define “legislative body” to mean a board, commission, or advisory body of an appointed multijurisdictional cross county agency and defines “multijurisdictional” to mean a legislative body that includes representatives from more than

one county, city, city and county, special district, or a joint powers entity. The bill would expand the circumstances of “just cause” under the AB 2449 (Rubio) authorization to apply to the situation in which an immunocompromised child, parent, grandparent, or other relative requires the member to participate remotely.

Grants

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: Caltrans 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.

Caltrain Federal Report April 2023 - May 2023

House Passes Bill to Raise Debt Ceiling, Cut Federal Spending

- On April 26, the House passed the Limit, Save, Grow Act of 2023 ([H.R. 2811](#)), House Speaker Kevin McCarthy's bill to raise the debt limit and cut federal spending. The bill would raise the debt ceiling by \$1.5 trillion or through March 31, 2024, whichever comes first.
- Speaker McCarthy has insisted that a debt limit increase include cuts to federal spending. The Limit, Save, Grow Act would mandate that FY24 spending be reduced to FY22 levels. In addition, the bill would reclaim unspent emergency COVID funds, which Republicans value at \$50 to 60 billion in savings.
- Passage of the bill delivered a key win for Speaker McCarthy as he attempts to negotiate with the White House on the debt limit.
- Further complicating tensions around negotiations, on May 1, Treasury Secretary Janet Yellen [sent a letter to Speaker Kevin McCarthy](#), stating that "after reviewing recent federal tax receipts, our best estimate is that we will be unable to continue to satisfy all of the government's obligations by early June, and potentially as early as June 1, if Congress does not raise or suspend the debt limit before that time."
- She sent another letter to congressional leadership on May 15 stating the government is still on track to default as early as June 1 if the debt limit is not raised.
- On May 16, President Joe Biden met again with Senate and House leadership at the White House to discuss extending the federal debt limit after many days of staff-level conversations. However, the meeting ended with no agreement.
- However, after the meeting, the President assigned two of his top advisers to negotiate a deal with Capitol Hill Republicans: Steve Ricchetti, one of Biden's longest-serving advisers, and Office of Management and Budget (OMB) Director Shalanda Young. Congressional Republicans are pleased with the announcement as they view it as a sign that conversations have escalated.

Railway Safety Bill Clears Senate Commerce Committee

- On May 11, the Senate Commerce, Science, and Transportation Committee cleared the Bipartisan Railway Safety Act ([S. 576](#)), with all Democrats and two Republicans voting

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in favor. Committee Chair Maria Cantwell (D-WA), a supporter of the legislation, oversaw the bill's passage through her committee.

- The bipartisan Railway Safety Act would require freight rail operators transporting hazardous substances to abide by new regulations. The bill would also raise new penalties for operators violating rail safety rules.
- Since its introduction, the bill has received support from Democrats and many Republicans, including former President Trump. Now that it has passed through the committee, the full Senate will consider the bill. However, even if the legislation passes the Senate, the House GOP majority may be unwilling to support legislation that adds new regulations for the rail industry.

DOT Announces PROTECT Program

- The U.S. Department of Transportation (DOT) opened the [Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\) Program](#). The vision of the PROTECT Discretionary Grant Program is to fund projects that address the climate crisis by improving the resilience of the surface transportation system.
- This program will fund projects that improve the resiliency of highways, public transportation, ports, and intercity passenger rail. DOT encourages applicants to limit the environmental footprint of new infrastructure and use nature-based resiliency retrofits where applicable.
- The application deadline is August 18, with FY 2022 and 2023 funding available, for a combined total of \$848 million.

DOT Expands Investment in Regional Infrastructure Accelerators (RIA) Grant Program

- On April 27, DOT announced that its Build America Bureau will add \$24 million in grants to the RIA grant program. This investment results in a total of \$34 million available in grants through the RIA program.
- The RIA program expedites the delivery of transportation infrastructure projects at the local and regional levels. Accelerators across the country assist communities with project planning, evaluating innovative financing, technical assistance, and developing projects ready for investment.
- All applications are due by May 30. More information on this NOFO can be found [here](#).

Round-Up of Open Grant Opportunities

- [Fiscal Year \(FY\) 2023 Transit Security Grant Program \(TSGP\)](#). \$93 million available. All applications due by May 18, 2023.
- [Charging and Fueling Infrastructure \(CFI\) Discretionary Grant Program](#). \$700 million available. All applications due by May 30, 2023.
- [Regional Infrastructure Accelerator Program](#). \$30 million available. All applications due May 30, 2023.
- [PROTECT Program](#). \$848 million available. All applications due August 18, 2023.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Finance Committee
Through: Michelle Bouchard, Executive Director
From: Pranaya Shrestha, Chief Officer, CalMod
Subject: **Authorize Execution of Agreement with San Mateo County Transit District in Connection with Bus Bridge Services for the Caltrain Peninsula Corridor Electrification Project (PCEP) 2023 Weekend Closures**

Finance Committee Recommendation Technology, Operations, Planning, and Safety Committee Recommendation Advocacy and Major Projects Committee Recommendation Staff Coordinating Council Reviewed

Action

Staff Coordinating Council recommends the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain):

1. Authorize the execution of an agreement between the San Mateo County Transit District (SamTrans) and the Peninsula Corridor Joint Powers Board in connection with bus bridge services for the Caltrain Peninsula Corridor Electrification Project (PCEP) construction and testing during weekend closures on the weekends of June 10th, June 17th, July 15th, and July 22nd, and up to ten (10) more days for dates to be determined (the Agreement).
2. Authorize the Executive Director, or designee, to take any other actions necessary to give effect to the resolution.

Significance

Due to PCEP construction and testing work impeding access to portions of Caltrain’s San Francisco Peninsula Network on Main Tracks MT-1 through MT-4, weekend service will be disrupted on June 10th and 11th, June 17th and 18th, July 15th and 16th, July 22nd and 23rd, and up to ten (10) more days for dates to be determined in 2023.

To ensure continuous service to Caltrain passengers while conducting the construction and testing work, the Executive Director requested that SamTrans provide high-capacity bus bridges during the weekend closures with a total estimated cost of \$406,080. Because this amount exceeds the authority delegated by the Board to the Executive Director, staff requests approval of the Agreement by the Board of Directors before executing the Agreement making payment.

Budget Impact

The agreement will be for a not-to-exceed amount of \$406,080. The funds for the services are within the Board-approved PCEP budget of \$2.44 billion

Background

The PCEP will replace the 30-year-old diesel trains currently used by Caltrain with state-of-the-art electric trains and install electrification infrastructure, requiring significant construction on the corridor. Caltrain electrification construction and testing will require 24/7 single-tracking window for portions of the corridor throughout 2023.

On the Saturdays of June 10th, June 17th, July 15th, and July 22nd, and up to ten (10) more days for dates to be determined in 2023, Caltrain will rely upon bus service provided by SamTrans between affected stations. This single-tracking window during these weekends allowed the work to be completed safely and quickly, avoiding any potential delays to the project, while continuing to provide service to passengers.

Prepared By: Zhenlin Guan

Director Rail Activation
and Transitioning

650.235.0744

Resolution No. 2023-

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

* * *

**Authorizing Execution of Agreement with San Mateo County Transit District in Connection with
Bus Bridge Services for the Caltrain Peninsula Corridor Electrification Project (PCEP) 2023
Weekend Closures**

Whereas, the Peninsula Corridor Electrification Project (PCEP) will replace the 30-year-old diesel trains currently used by the Peninsula Corridor Joint Powers Board (JPB or Caltrain) with state-of-the-art electric trains and install electrification infrastructure, requiring significant construction on the corridor; and

Whereas, Caltrain electrification construction and testing on Main Tracks MT-1 through MT-4 will require a 24/7 single-tracking window for portions of the corridor throughout 2023; and

Whereas, to ensure continuous service to Caltrain passengers while conducting the construction and testing work, the Executive Director requested that the San Mateo County Transit District (SamTrans) provide high-capacity bus bridges during the weekend closures with a total estimated cost of \$406,080. Because this amount exceeds the authority delegated by the Board of Directors (Board) to the Executive Director, staff requests approval by the Board; and

Whereas, on the Saturdays of June 10th, June 17th, July 15th, and July 22nd, and up to ten (10) more days for dates to be determined in 2023, Caltrain will rely upon bus service between affected stations provided by SamTrans. This single-tracking window during these brief closures will allow the work to be completed safely and quickly, avoiding any potential delays to the project, while continuing to provide service to passengers; and

Whereas, the Staff Coordinating Council (SCC) recommends the Board of the JPB authorize the execution of an agreement between SamTrans and the JPB in Connection with Bus Bridge Services for the Caltrain Peninsula Corridor Electrification Project (PCEP) Construction and Testing during weekend closures on the weekends of June 10th, June 17th, July 15th, July 22nd, and up to ten (10) more days for dates to be determined; and

Whereas, the SCC further recommends that the Board of the JPB authorize the Executive Director, or designee, to take any other actions necessary to give effect to the resolution; and

Whereas, the agreement will be for a not-to-exceed amount of \$406,080. The funds for the services are within the Board-approved PCEP budget of \$2.44 billion.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes the execution of an agreement between SamTrans and the JPB for bus bridge services for PCEP construction and testing during weekend closures on the weekends of June 10th, June 17th, July 15th, July 22nd, and up to ten (10) more days for dates to be determined; and

Be It Further Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board authorizes the Executive Director, or designee, to take any other actions necessary to give effect to the resolution.

Regularly passed and adopted this 1st day of June, 2023 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Advocacy and Major Projects Committee
Through: Michelle Bouchard, Executive Director
From: Dahlia Chazan, Deputy Chief, Caltrain Planning
Subject: **Corridor Crossings Strategy Introduction**

Finance Committee Recommendation Technology, Operations, Planning, and Safety Committee Recommendation Advocacy and Major Projects Committee Recommendation Staff Coordinating Council Reviewed

Action

This report includes an informational update that requires no action.

Significance

The Corridor Crossings Strategy (CCS) is a stakeholder-driven effort to define a systematic corridor-wide approach to crossings. As Caltrain and other operators plan to increase rail services, Caltrain understands that a coordinated approach to grade separations or closures is needed to unlock regional mobility and safety benefits. Caltrain also understands that stakeholder community grade separation desires along the corridor are not consistent with available funding and opportunities. The strategy aims to align stakeholder ambitions into balance with an implementable program, addressing funding, organization, and program delivery.

Project staff are presenting an introduction of the CCS program, project opportunities, the program strategy approach, and stakeholder engagement. The program introduction outlines baseline conditions, current challenges facing the corridor and the program’s purpose. As part of the program strategy approach, an overview of the program strategy process, case studies, strategy goals, and engagement schedule will be provided in addition to an outline of next steps towards completing the program deliverables.

Budget Impact

This informational item has no impact on the budget.

Background

The CCS has been discussed as an agency priority since 2019, when it was first identified within the Caltrain Business Plan Process. This strategy was first funded in 2019 but was delayed due to the COVID-19 pandemic. The Caltrain Business Plan acknowledges that grade separation projects are costly, complex, and challenging. The CCS strives to identify areas for enhancement in the current process and develop a potential strategic approach to deliver corridor-wide consensus on delivery of grade separation projects.

The CCS is divided into three phases: Initiation Phase, Phase I, and Phase II. The Initiation Phase started in July 2022 and finished in December 2022. This phase included the initial issue identification collected from Caltrain coordination, initial stakeholder engagement, and preliminary existing conditions gathering.

Phase I commenced in January 2023 and will end in approximately Winter 2023. Phase I takes the outputs from the Initiation Phase to provide an initial framework to organize the overall study, workplan, and stakeholder engagement process. The purpose of Phase I is to identify a shared vision for grade separations or closures along the corridor, including objectives and needs through extensive stakeholder engagement.

Phase II will begin after the completion of Phase I, once a shared vision is identified. Phase II will include a corridor-wide strategy and programmatic approach for the organization, project development, funding, and implementation of the vision.

Phase I

Based on the initial stakeholder engagement as part of the Initiation Phase, the project opportunities will include the development of a user-friendly, website-based Crossings Delivery Guide to communicate roles and responsibilities, key design standards, and processes for grade crossing separation and closure projects. In addition to the Crossings Delivery Guide and in close partnership with the cities and stakeholders, the program strategy will gather the ambitions of stakeholders to clarify and define a vision that balances the complex web of organizational, technical, and funding challenges that must be addressed for the vision to be realized. Cost and funding information will also be provided as part of the Program Strategy to facilitate the discussion of a coordinated funding approach and provide near-term benefits to jurisdictions. A 4-Track analysis will be developed alongside the Crossings Delivery Guide and Program Strategy to outline trade-offs and develop an infrastructure program to meet the corridor's planned service levels and maximize benefits for passengers and the community.

Next Steps

As part of the program strategy process, the CCS will continue its technical analysis to see how different technical topics are affected across each delivery approach and evaluate them against stakeholder goals. The CCS will also continue regular presentations to stakeholder groups, and host in-person working sessions to provide a hands-on forum for providing feedback on the CCS' analysis and guide the program strategy development. The Draft Crossings Delivery Guide and Draft Strategy Vision are anticipated to be ready for stakeholder review by the end of 2023.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Advocacy and Major Projects Committee
Through: Michelle Bouchard, Executive Director
From: Dahlia Chazan, Deputy Chief, Caltrain Planning
Subject: **Railyards Preliminary Business Case Update**

Finance Committee Recommendation Technology, Operations, Planning, and Safety Committee Recommendation Advocacy and Major Projects Committee Recommendation Staff Coordinating Council Reviewed

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

The San Francisco Railyards (SF Railyards) is a 20-acre site that includes the 4th and King Caltrain Station, rail storage, and other rail facilities. It is owned by Prologis, and subject to a perpetual operating easement held by the JPB. The JPB and Prologis are currently partnering to conduct a Preliminary Business Case that is exploring the potential for redevelopment of the site into a regional transit center with a new rail station, added Caltrain service, housing, offices, and public spaces.

Development at the San Francisco Railyards is an opportunity to:

- Accommodate increased Caltrain service and future Caltrain operations, generate additional ridership, and support connections to California High-Speed Rail (CAHSR), the Downtown Rail Extension (DTX), the future Pennsylvania Avenue Extension (PAX), San Francisco Municipal Transportation Authority (SFMTA) Central Subway, and other SFMTA transit lines.
- Create transit-oriented development (TOD) to add housing and increase access to jobs in San Francisco and across the region.
- Reduce climate impacts by replacing car trips with enhanced regional transit options.
- Connect downtown San Francisco neighborhoods to the waterfront, schools, and open spaces.
- Increase the resilience of the station and the neighborhood in preparation for earthquakes and sea-level rise.

The project is moving forward through the Caltrain/Prologis Preliminary Business Case (PBC), which is a process to enable informed decision-making through rigorous evaluation of options against detailed evaluation criteria.

This report and accompanying presentation provide an update on the status of this effort.

Budget Impact

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

Background

The Caltrain San Francisco Railyards (4th and King Station) in Mission Bay is Caltrain's current San Francisco terminus and a critical operating asset. The site is owned by Prologis and Caltrain holds a perpetual operating easement.

The Mission Bay neighborhood of San Francisco has experienced substantial new development and transformation over the last two decades, with intensifying population, density, and activity in the area. Given its prime location and proximity to significant transit assets, including Caltrain and MUNI Metro lines, the opportunity to redevelop the railyards site has been studied extensively.

Interest in the potential redevelopment of the railyard was formalized in 2019 through the creation of a railyards-focused Memorandum of Understanding (MOU) working group ("the Railyards MOU group") that includes Caltrain, the City and County of San Francisco's Planning Department, Prologis, the Transbay Joint Powers Authority, the San Francisco County Transportation Authority, and the California High Speed Rail Authority.

In 2021, Prologis and Caltrain entered an MOU to advance the Preliminary Business Case. The Prologis and Caltrain MOU has funded the evaluation of potential development options at the site and the coordination of different projects and plans that have the potential to impact the railyard. The preliminary business case is analyzing multiple potential configurations of the Railyards site and is evaluating the trade-offs, impacts, and value/benefit of options against the project's goals and objectives. The project goals are as follows, and are the basis of a set of evaluation criteria which form the foundation for the evaluation of options:

1. Maintain and enhance rider/transit facility user experience
2. Facilitate safe and efficient rail operations
3. Unlock economic and financial potential of the site for all stakeholders
4. Pursue low carbon and climate resilient solutions
5. Unlock social value benefits (and added social value) for existing and future communities
6. Deliver a welcoming, accessible, safe, and inclusive urban environment

The SF Railyards project has the potential to improve transit service and intermodal connections by accommodating increased Caltrain service and future operations as well as connections to California High-Speed Rail, the Downtown Rail Extension, the future Pennsylvania Avenue Extension, SFMTA Central Subway, and other SFMTA transit lines.

A redeveloped railyard can improve Caltrain facilities while enhancing the user experience, creating sustainable pathways, and better connecting local and regional communities. The project has the potential to also deliver a welcoming, accessible, safe, and inclusive urban environment and unlock economic and financial potential through transit-oriented development (TOD) including new housing and employment opportunities, as well as add social value for existing and future communities by enhancing connectivity between downtown neighborhoods and waterfront and green space amenities.

Complementing the business case effort, the JPB, in collaboration with the City of San Francisco, was recently awarded a \$650,000 Transit-Oriented Development (TOD) Planning Program Discretionary Grant by the FTA to support comprehensive and site-specific planning efforts for communities to improve access to public transportation by integrating land use and transportation-related improvements with federal capital transit investments. The JPB and the City of San Francisco Planning Department will advance this complementary planning effort following receipt of grant funds.

The City of San Francisco is also advancing a parallel and related effort to study the neighborhood surrounding the Railyards as a continuation of the Rail Alignment and Benefits (RAB) study completed in 2018. This study analyzed the best ways to bring Caltrain and CAHSR to the Salesforce Transit Center while connecting San Francisco's fastest-growing neighborhoods on the east side of the City.

Finally, the project has the potential to increase sustainability by replacing car trips with enhanced regional transit options and increase resilience to natural disasters by building for future sea-level rise and seismic activity.

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