



# AGENDA

## PENINSULA CORRIDOR JOINT POWERS BOARD Advocacy and Major Projects (AMP) Committee Meeting

January 24, 2024, 3:30 pm

Bacciocco Auditorium, 2<sup>nd</sup> Floor  
1250 San Carlos Ave., San Carlos, CA

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

Members of the public may participate remotely via Zoom at <https://us02web.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 Ave., San Carlos, CA, or any other noticed location.

Public Comments: Public comments may be submitted to [publiccomment@caltrain.com](mailto:publiccomment@caltrain.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included 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.

**January 24, 2024 - 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 December 20, 2023 Motion
5. State and Federal Legislative Update and Approval of Legislative Proposal:  
Support AB 817 (Pacheco) Motion
6. Receive Update on Corridor Crossing Strategy Informational
7. Receive Update on Crossing Optimization Project Informational
8. Committee Member Requests
9. Date/Time of Next Regular AMP Committee Meeting: Wednesday, February 28, 2024 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.
10. 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](http://www.caltrain.com). Communications to the Board of Directors can be e-mailed to [board@caltrain.com](mailto:board@caltrain.com). *Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电1.800.660.4287.*

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

JPB Board: First Thursday of the month, 9:00 am; 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](mailto: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](mailto:titlevi@samtrans.com); or request by phone at 650-622-7864 or TTY 650-508-6448.

### **Availability of Public Records**

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

Peninsula Corridor Joint Powers Board  
Advocacy and Major Projects (AMP) Committee  
1250 San Carlos Avenue, San Carlos, CA 94070

**Draft Minutes of December 20, 2023**

**Members Present:** Jeff Gee, Steve Heminger (Chair)

**Members Via**

**Teleconference:** Cindy Chavez

**Staff Present:** M. Bouchard, S. Bullock, C. Fromson, J. Harrison, M. Lee, M. Reggiardo, D. Ryan, N. Steward-Crooks, M. Tseng

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

Chair Heminger called the meeting to order at 3:30 pm and 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 on Items not on the Agenda**

There was none.

**4. Meeting Minutes of November 29, 2023**

Motion/Second: Gee/Chavez

Ayes: Chavez, Gee, Heminger

Noes: None

Absent: None

Chair Heminger announced moving item 7 after item 4.

**7. State and Federal Legislative Update**

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

- Large Federal grant awarded; High Speed Rail got \$3 billion for Central Valley; High Speed Rail will issue an updated business plan in 2024 to address gap in funding
- Continuing resolution will fund some parts of the federal government including transportation agencies through January 19th
- State Bill 125 Task Force kick off meeting held on December 19th centered around the advancement of transportation initiatives including consolidation; likely to set up a technical support group where Caltrain might have a direct influence in the process
- Regional measure discussion at Metropolitan Transportation Commission (MTC) focused effort and change in tone that it is more appropriate to discuss connections rather than consolidation

Director Chavez provided comments that included the following:

- MTC is striving to come to shared belief around the purpose, outcome, and how much money to raise and how to get there; many voiced concerns about consolidation;
- Complimented Ms. Fromson and team for educational efforts regarding the implications of consolidation and how money can be used to protect the transportation program of the nine Bay Area counties
- Varying opinions about the purpose of new revenue reinforce the need for MTC to do a deep dive into nine Bay Area counties before taking further action

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

- Process after enabling legislation is introduced
- Discussion on how Caltrain can benefit from a regional transit measure

**5. Approve Hatch LTK Engineering Consultant Services Contract Capacity Increase for Peninsula Corridor Electrification Project Support\***

Sherry Bullock, Program Director for CalMod Program, provided the presentation which included the following:

- Cost and capacity increase is within the existing budget
- Reset project budget and re-estimated consultant project costs; funds are not derived from PCEP contingency

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

- Members requested information concerning the allocation of contract resources as between the separate projects covered by the contract – PCEP, the additional EMUs procured through the Stadler contract option, and the BEMU demonstration project.
- Staff described the allocation of the proposed contract budget between the three projects and assured Committee members that each project will be tracked separately and that the duration of the Hatch contract will not impede the close-out of PCEP once that project is complete.
- LTK Hatch contract capacity increase not funded by contingency funds or shared risk pool
- Implementing a hard stop for LTK Hatch contract
- Milestone schedule for BEMU

Motion/Second to approve staff recommendation and directed staff to provide an update to the Committee regarding the contract following final approval of the BEMU engineering design and again following the completion of 50 percent of the manufacture of the BEMU:  
Gee/Chavez

Ayes: Chavez, Gee, Heminger

Noes: None

### Public Comment

Adrian Brandt commented that conceptual artist drawing of BEMU showed a 3-car train for passengers with one cab car dedicated to battery equipment and voiced concerns with one BEMU to fully operate to Gilroy.

## **6. Diridon Station Business Case Update**

Michelle Bouchard, Executive Director, introduced Marian Lee, consultant and Director of the Diridon Station project and commented about the following:

- Diridon project did not receive funds from Federal/State Partnership Grant; looking to local funding strategy for the next phase of the project

Melissa Reggiardo, Manager, Caltrain Planning, provided the presentation which included the following:

- Station is community asset with multiple historic designations but acknowledged that historic station cannot accommodate future ridership levels
- Concept layout prioritized elevated rail infrastructure and suggested station relocation due to expanded rail footprint
- Relocation challenges; no obvious receiving site; could impact the historic designation
- Significant research has informed the design approach that prioritize elements of primary significance; adaptive reuse preferred method but modifications of significant areas require a long, challenging regulatory process; rethink circulation of the main hall to serve potentially eight times the number of passengers
- Alternatives development process is anchored to the need to accommodate future station service levels and to understand options pertaining to the number of tracks provided and how they are configured; assess station design, and planned connections to various forms of transportation
- Most critical station components are issues and systems that connect and interface with Caltrain and High-Speed Rail tracks (PG&E (Pacific Gas and Electric) substation, BART (Bay Area Rapid Transit) entrances, Light Rail Station location alignment, Caltrain Maintenance Facility, Airport Connector Landing)
- Historic Station Community Members support adaptive reuse to ensure that main hall can function as the focal point and support future passenger volume, prioritizing structural significant areas approach

Ms. Lee provided the presentation which included the following:

- Currently working on short and long-term governance structures; given direction to develop integrated team organization structure
- Long-term governance options will help to obtain significant funding and project delivery
- Summer 2025 Interim Integrated Team will be functioning as an integrated project team with clarity on roles; long-term governance and funding to organizationally poised to deliver the new station

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

- Elements of the Integrated Project Management Team from the Portal Project to inform the governance structure
- Governance process needs to be flexible to allow funder participation
- Station structural modifications to accommodate various high-speed rail passengers and capacity challenges

**7. State and Federal Legislative Update – Moved after item 4**

**8. Committee Meeting Requests**

Director Chavez requested that each report detail how close the different transit options work together.

**9. Date/Time of Next Regular Finance Committee Meeting: Wednesday, January 24, 2024 at 3:30 pm**

**10. Adjourn – The meeting was adjourned at 4:37 pm.**

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Advocacy and Major Projects 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 817 (Pacheco)**

Finance Committee Recommendation       Technology, Operations, Planning, and Safety Committee Recommendation       Advocacy and Major Projects Committee Recommendation

**Purpose and Recommended Action**

The 2024 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.

Staff proposes the Committee recommend the Board:

1. Receive the attached State and Federal Legislative Updates
2. Approve Legislative Proposal:
  - a. Support AB 817 (Pacheco)

**Discussion**

AB 817 (Pacheco), Brown Act – Teleconferencing for Advisory Bodies, provides a narrow exemption under the Brown Act for non-decision-making legislative bodies to participate in meetings via teleconferencing outside of a declared state of emergency without posting the physical location of members or requiring a quorum to be present at a meeting location. Staff is recommending the Committee take a support position on this bill.

**Budget Impact**

None.

Prepared By: Devon Ryan      Government & Community Affairs    650.730.6172  
Officer  
Isabella Conferti      Government & Community Affairs    650.647.3498  
Specialist



## Caltrain Federal Report December 2023 - January 2024

### FY 2024 Appropriations Update

- House and Senate leadership have released bill text for an additional short-term, continuing resolution (CR) that would extend government funding through early March in order to avert a funding lapse at the end of this week. The second “laddered” CR would extend government funding to the following deadlines:
  - March 1: Military Construction-VA, Agriculture-FDA, Transportation-HUD, and Energy-Water funding (currently set to expire January 19).
  - March 8: Financial Services, Legislative Branch, Commerce-Justice-Science, Homeland Security, Defense, Interior-Environment, State-Foreign Operations, and Labor-HHS-Education funding (currently set to expire February 2).
- The stopgap funding measure does not include supplemental funding for Ukraine, Israel, and border security requested by the Biden Administration. On January 16, President Biden called for a meeting on January 17 with congressional leadership to discuss a spending package for these national security provisions.
- The proposed CR would also extend some programs currently funded past March 8, including but not limited to:
  - Temporary Assistance for Needy Families (TANF)
  - FEMA’s National Flood Insurance Program (NFIP)
  - DHS’ National Cybersecurity Protection System
  - Authorization for the U.S. Parole Commission
  - DHS’ Countering Weapons of Mass Destruction Office
  - Prohibitions on firearms typically undetectable through metal detectors/X-ray machines
- This short-term CR is intended to provide lawmakers additional time to negotiate funding levels and pass all 12 FY 2024 appropriations bills. The Senate began consideration of the bill on January 17 and is hoping to pass it by January 18. However, a partial shutdown is still possible if both the House and Senate cannot pass the measure before midnight on January 19.

### House T&I Committee Holds IJA Oversight Hearing

- On December 13, 2023, the House Transportation and Infrastructure (T&I) Committee held an oversight [hearing](#) to examine the Department of Transportation (DOT)’s

800 17th Street, NW, Suite 1100 | Washington, DC 20006 | T 202-955-3000 | F 202-955-5564  
Holland & Knight LLP | [www.hklaw.com](http://www.hklaw.com)

implementation of the Infrastructure Investment and Jobs Act (IIJA). The Undersecretary of Transportation for Policy and the four modal administrators appeared and testified on their respective work to faithfully implement the 2021 law.

- T&I Committee Chair Sam Graves (R-MO) highlighted the IIJA's historic investments in transportation but voiced concern regarding the increasing cost of infrastructure projects. The Chairman also criticized the Biden Administration's attempt to decarbonize the transportation sector. Democrats in the hearing applauded the IIJA's investments but echoed their concerns about the speed and effectiveness of its rollout.
- In her [testimony](#) to the Committee, Federal Transit Administration (FTA) Administrator Nuria Fernandez touted her agency's work to return transit ridership to pre-COVID levels and support zero-emission public transportation. During the question-and-answer period, Administrator Fernandez offered greater insight into the Administration's efforts to protect transit workers from assault. She referenced the newly proposed General Directive on required actions regarding assaults on transit workers. With this directive, FTA hopes to protect transit workers from physical harm further. FTA encourages interested parties to submit comments through the [Federal Register](#) by February 20.

## *Administration Update*

### DOT Releases 2021-2023 Progress Report

- On January 10, DOT released its 2021-2023 Progress Report highlighting DOT's accomplishments under the Biden-Harris Administration. The report details the agency's improvements in road safety, rail safety, air travel consumer protection, infrastructure, climate/sustainability, and more.
- DOT has previously issued their 2022-2026 Strategic Plan, which highlights the agency's goals/objectives to deliver safer, cleaner, and more modern transportation infrastructure.

### DOT Launches Advisory Committee on Transportation Innovation

- On December 29, 2023, DOT announced the formation of a new advisory committee, Transforming Transportation Advisory Committee (TTAC), to guide the Department's approach to transportation innovation. Members of the committee will advise the Secretary and other members of the Department's leadership on innovation issues. The list of committee members, in addition to the official announcement, can be found [here](#).
- Among many policy areas, the committee will advise specifically on pathways to safe, secure, equitable, environmentally friendly and accessible deployments of emerging technologies; ways the Department can identify and elevate cybersecurity solutions and protect privacy across transportation systems and infrastructure; and integrated approaches to promote greater cross-modal integration of emerging technologies, in

800 17th Street, NW, Suite 1100 | Washington, DC 20006 | T 202-955-3000 | F 202-955-5564  
Holland & Knight LLP | www.hklaw.com

particular applications to deploy automation. The first meeting will be held on January 18.

## FTA Seeking Public Comment on Proposed Directive to Address Assaults on Transit Workers

- On December 20, 2023, the Federal Transit Administration (FTA) issued a proposed General Directive to protect transit workers from further assault. Between 2008 and 2021, the National Transit Database documented 241 reportable assault events on average against transit workers per year.
- The General Directive specifically proposes that transit agencies, subject to the Public Transportation Agency Safety Plans (PTASP), must conduct a safety risk assessment related to assaults on the public transportation system(s) they operate. It also proposes that each transit agency be required to identify safety risk mitigations/strategies necessary to improve transit worker safety, as well as provide FTA with information on how they assess, mitigate, and monitor said safety risks. Public comment is available on this proposed General Directive until February 20th.

## ***Round-Up of Open Grant Opportunities***

- [All Stations Accessibility Program](#). \$343 million available. All applications due by January 30.
- [ATTAIN Program](#). \$120 million available. All applications due by February 2.
- [Innovative Coordinated Access and Mobility Pilot Program](#). \$4.7 million available. All applications due by February 13.
- [RAISE](#). \$1.5 billion available. All applications due by February 28.



January 12, 2024

TO: Board of Directors, Peninsula Corridor Joint Powers Board (Caltrain)

FM: Matt Robinson and Michael Pimentel, Shaw Yoder Antwih Schmelzer & Lange  
Mike Robson, Edelstein Gilbert Robson & Smith LLC

RE: **STATE LEGISLATIVE UPDATE – February 2024**

---

### **General Update**

The Legislature returned to Sacramento on January 3 to convene the second year of the two-year 2023-24 Legislative Session. Immediately upon their return, the Legislature’s policy committees began to hear and act on bills introduced in the first year of the two-year session that did not move out of their first house (these bills are commonly referred to as “two-year bills”). Per the adopted 2024 Legislative Calendar, two-year bills still in their first policy committee are required to be acted on by January 22 to remain active, and all two-year bills must pass their first house by January 31. For more information about key legislative and budget deadlines, see the adopted 2024 Legislative Calendar, which is available [here](#).

### **Governor Newsom Releases Proposed FY 2024-25 Budget**

On January 10, Governor Newsom released his proposed [Fiscal Year \(FY\) 2024-25 budget](#), based on the latest economic forecasts available to the Governor and his Department of Finance. Responding to a \$37.9 billion budget deficit, the \$291.5 billion budget proposes to implement a series of funding delays and shifts (between fund sources) to maintain the state’s commitments to addressing its top priorities. Specific to public transportation, the Governor’s proposed budget preserves the \$5.1 billion for transit operations and capital projects included in the Budget Act of 2023-24 but delays the appropriation of some of this critical funding to address the state’s budget problem. Specifically, the Governor’s proposed budget:

- Holds harmless the \$2 billion appropriated to the population-based Transit and Intercity Rail Capital Program in FY 2023-24.
- Holds harmless the \$1.1 billion appropriated to the Zero-Emission Transit Capital Program between FY 2023-24 and FY 2027-28.
- Extends the appropriation timeline for the \$2 billion that the state committed to appropriate to the population-based TIRCP in FY 2024-25 by instead appropriating \$1 billion in FY 2024-25 and the remaining \$1 billion in FY 2025-26.

The maintenance of these funds is supported by a shift of \$261 million in General Fund expenditures to the Greenhouse Gas Reduction Fund.

Additionally, the Governor's proposed budget delays the appropriation of a portion of funding for TIRCP Cycle 6 (i.e. funding committed in FY 2022-23 that was awarded at the beginning of calendar year 2023 for new and existing transit projects) by applying an analysis of the cashflow needs of award recipients. The Governor's proposed budget also modifies the \$10 billion commitment to zero-emission vehicles and infrastructure made in the Budget Acts of 2021-22 and 2022-23. Chiefly, the Governor's proposed budget includes \$38.1 million in cuts to various zero-emission vehicle programs, \$475.3 million in fund shifts from the General Fund to Greenhouse Gas Reduction Fund for various zero-emission vehicle programs, and delays \$600 million in Greenhouse Gas Reduction Fund expenditures in various zero-emission vehicle programs.

#### **Assembly Speaker Rivas Announces Committee Rosters**

Last month, we reported that, on November 21, Assembly Speaker Robert Rivas (D-Salinas) announced his much-anticipated changes to policy and fiscal committee chairs in the Assembly. On the heels of that announcement, on December 27, 2023, the Speaker further announced the full rosters for the Assembly's various policy and fiscal committees. You can find those rosters [here](#).

#### **California State Senate Announces Timeline for Leadership Transition**

On December 4, 2023, the California State Senate announced that incoming Senate President pro Tempore Mike McGuire (D-Healdsburg) will take the gavel from current Senate President pro Tempore Toni Atkins (D-San Diego) on February 5, 2024. Following his inauguration as Senate President pro Tempore, Senator McGuire will name his new Senate leadership team and likely appoint new chairs to various Senate committees.

#### **Bills of Interest**

##### **SB 915 (Cortese) Autonomous Vehicle Deployment**

This bill would prohibit an autonomous vehicle service, approved to conduct commercial passenger service or engage in commercial activity using driverless vehicles (i.e. robotaxis) by a state agency (DMV, PUC) from commencing operation within a local jurisdiction until authorized by the local ordinance and would make this requirement retroactive. The bill would require an adopted ordinance or resolution to include, among other things, a policy for entry into the business of providing autonomous vehicle services including a permitting program, the establishment of reasonable vehicle caps and hours of service restrictions, and the establishment of an interoperability or override system accessible by first responders in case of an emergency. The bill would also authorize each city, county, or city and county to levy service charges, fees, or assessments in the amount sufficient to pay for the costs of carrying out an ordinance or resolution adopted in regard to autonomous vehicle services. The bill would also authorize a city, county, or city and county to enter into an agreement with another city, county, or city and county to form a joint powers authority or into an agreement with a transit agency for the purpose of regulating or administering autonomous vehicle services within jurisdictional boundaries.

##### **SB 925 (Wiener) Bay Area Transportation Regional Measure**

This bill would state the intent of the Legislature to enact subsequent legislation to authorize the Metropolitan Transportation Commission to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the Bay Area's public transportation system, as well as other transportation improvements.

##### **AB 817 (Pacheco) Brown Act – Teleconferencing for Advisory Bodies**

This bill provides a narrow exemption under the Brown Act for non-decision-making legislative bodies to participate in meetings via teleconferencing outside of a declared state of emergency without posting

the physical location of members or requiring a quorum to be present at a meeting location. ***We recommend the Caltrain Board SUPPORT this bill.***

## Caltrain Bill Matrix as of 1/12/2024

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 6</a> <a href="#">Friedman D</a></p> <p>Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions.</p>	<p>This is a two-year bill.</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires 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.</p>	<p>Watch</p>
<p><a href="#">AB 7</a> <a href="#">Friedman D</a></p> <p>Transportation: planning: project selection processes.</p>	<p>This is a two-year bill.</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. On and after January 1, 2025, and to the extent applicable, feasible, and cost effective, this bill would require the agency, the Department of Transportation, and the California Transportation Commission to incorporate specified goals into program funding guidelines and processes. This bill contains other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 9 Muratsuchi D</a></p> <p>Greenhouse gases: market-based compliance mechanism.</p>	<p>This is a two-year bill.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Under the act, the state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. The act authorizes the state board to include the use of market-based compliance mechanisms in regulating greenhouse gas emissions. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board to initiate a regulatory process to evaluate potential updates to the market-based compliance mechanism, and would require regulatory changes to take effect no later than January 1, 2025. The bill would require the evaluation to focus on specified items, including whether the supply of emission allowances and carbon offsets are consistent with a linear trajectory toward the statewide greenhouse gas emissions reduction goal established in the state board’s most recent scoping plan, rules for banking allowances to use for future compliance, and recommendations made by the Independent Emissions Market Advisory Committee and the state board’s environmental justice advisory committee. The bill would require the state board, beginning January 1, 2028, and subsequently on a triennial basis, as specified, and in consultation with the Independent Emissions Market Advisory Committee and the environmental justice advisory committee, to conduct an evaluation of the market-based compliance mechanism, as provided. The bill would require the chairperson of the state board to appear before the Joint Legislative Committee on Climate Change Policies to present the results of an evaluation and specified proposed revisions to the regulations implementing the market-based compliance mechanism. The bill would authorize, following the chairperson’s appearance before the Joint Legislative Committee on Climate Change Policies, the state board to revise the regulations implementing the market-based compliance mechanism so that the mechanism can more effectively meet the goals of the act and objectives specified in the most recent scoping plan. This bill contains other existing laws.</p>	<p>Watch</p>



Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 16</a> <a href="#">Dixon R</a></p> <p>Motor Vehicle Fuel Tax Law: adjustment suspension.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 53</a> <a href="#">Fong, Vince R</a></p> <p>Motor Vehicle Fuel Tax Law: suspension of tax.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 69</a> <a href="#">Waldron R</a></p> <p>Transportation: traffic signal synchronization: roadway improvement projects.</p>	<p>This is a two-year bill.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law authorizes moneys in the fund to be allocated, as specified, for an investment in a traffic signal synchronization component that is part of a sustainable infrastructure project if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project's effect. This bill would additionally authorize moneys in the fund to be allocated for an investment in a traffic signal synchronization component that is part of a roadway improvement project requiring multiple signals, including, but not limited to, multimodal redevelopment projects, rail trail projects, urban renewal projects, or a project near transit facilities, if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project's effect. This bill contains other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 610</a> <a href="#">Holden D</a></p> <p>Youth Transit Pass Pilot Program: free youth transit passes.</p>	<p>This is a two-year bill.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by the department, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as specified. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare-free program, as provided. The bill would authorize a transit agency with an existing fare-free program that enables a person 18 years of age or younger to use a transit agency's bus and rail services without paying any additional fare or charge to submit an application without an educational institution partner, as provided. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2027, 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, 2028. This bill contains other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 756</a> <a href="#">Papan D</a></p> <p>Department of Transportation: contaminated stormwater runoff: salmon and steelhead trout bearing surface waters.</p>	<p>This is a two-year bill.</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>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 761</a> <a href="#">Friedman D</a></p> <p>Local finance: enhanced infrastructure financing districts.</p>	<p>This bill is in the Senate Rules Committee.</p>	<p>Existing law establishes enhanced infrastructure financing districts to finance public capital facilities or other specified projects of communitywide significance. Existing law provides for the membership of the governing body of the district, referred to as the public financing authority. Existing law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district by adopting a resolution of intention to establish the proposed district which, among other things, is required to state that an enhanced infrastructure financing district is proposed and describe the boundaries of the proposed district. Existing law requires the public financing authority to direct the preparation of and adopt an infrastructure financing plan consistent with the general plan and any relevant specific plan, and consisting of, among other things, a financing section. Existing law requires that the financing section include a plan for financing the public facilities, a limit on the total number of dollars of taxes that may be allocated to the district pursuant to the plan, and a date, either not more than 45 years from the date on which the issuance of the bonds is approved for the plan on which the district will cease to exist, by which time all tax allocation to the district will end, or, where the district is divided into project areas, a date on which the infrastructure financing plan will cease to be in effect and all tax allocations to the district will end and a date on which the district's authority to repay indebtedness with incremental tax revenues will end, as specified. This bill, for plans proposed on or after January 1, 2024, would specify that for the purpose of development and construction of passenger rail projects in the County of Los Angeles where at least 75% of the revenue from the district is used for debt service on a federal Transportation Infrastructure Finance and Innovation Act loan, the date on which the district will cease to exist shall not be more than 75 years from the date of the issuance of bonds or approval of a loan, as specified. This bill would make legislative findings and declarations as to the necessity of a special statute for specified districts enacted primarily for the purpose of development and construction of zero-emission mass transit projects.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 817 Pacheco D</a></p> <p>Open meetings: teleconferencing: subsidiary body.</p>	<p>This bill is in the Assembly Local Government Committee.</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 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>Recommended Support.</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 914</a> <a href="#">Friedman D</a></p> <p>Electrical infrastructure: California Environmental Quality Act: review time period.</p>	<p>This is a two-year bill.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires each state agency to establish, by resolution or order, time limits for completing the environmental review of a project where the state agency is the lead agency for the project, as specified. This bill, until January 1, 2031, would require a state agency, acting as the lead agency, to complete its environmental review for an electrical infrastructure project and to approve or deny the project within 2 years of the submission and acceptance of a complete application for the issuance of a lease, permit, license, certificate, or other entitlement for use for electrical infrastructure to the state agency. If the state agency fails to meet this deadline, the bill would require the state agency to submit to the Legislature a report setting forth the reasons that the review could not be completed within the time period and identifying potential impacts to the electrical system that could result from the delay. This bill contains other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 1374</a> <a href="#">Alvarez D</a></p> <p>Greenhouse Gas Reduction Fund: investment plan.</p>	<p>This is a two-year bill.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the fund. Existing law requires the investment plan to allocate, among other things, a minimum of 25% of the available moneys in the fund to projects located within, and benefiting individuals living in, disadvantaged communities and an additional minimum of 5% to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the state. This bill would increase those amounts from 25% to 50% and from 5% to 15%.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 5</a> <a href="#">Nguyen</a> R</p> <p>Motor Vehicle Fuel Tax Law: limitation on adjustment.</p>	<p>Failed in the Senate Governance and Finance committee. Reconsideration granted.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.</p>	<p>Watch</p>
<p><a href="#">SB 12</a> <a href="#">Stern</a> D</p> <p>California Global Warming Solutions Act of 2006: emissions limit.</p>	<p>This is a two-year bill.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Under the act, the state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. This bill instead would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 32</a> <a href="#">Jones</a> R</p> <p>Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.</p>	<p>This bill failed in the Senate Environmental Quality Committee. Reconsideration granted.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 84</a> <a href="#">Gonzalez D</a></p> <p>Air quality programs: funding.</p>	<p>This bill was ordered to the inactive file.</p>	<p>Existing law creates the Enhanced Fleet Modernization Program to provide compensation for the retirement and replacement of passenger vehicles and light-duty and medium-duty trucks that are high polluters. Existing law requires the Bureau of Automotive Repair to administer the program and the State Air Resources Board to adopt the guidelines for the program. Existing law requires the guidelines to ensure vehicle replacement, or a mobility option be an option for all motor vehicle owners and may be in addition to compensation for vehicles retired. Existing law creates the Enhanced Fleet Modernization Subaccount in the High Polluter Repair or Removal Account and makes available, upon appropriation, all moneys in the account to establish, implement, and administer the program. This bill would require the guidelines to ensure each replacement vehicle in the program be either a plug-in hybrid or zero-emission vehicle unless the state board makes a specified determination in consultation with the State Energy Resources Conservation and Development Commission, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 397</a> <a href="#">Wahab D</a></p> <p>San Francisco Bay area: public transportation.</p>	<p>This bill is dead.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. Existing law establishes the Transportation Agency, consisting of various state agencies 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. This bill would require the Transportation Agency to develop a plan to consolidate all transit agencies, as defined, that are located within the geographic jurisdiction of the Metropolitan Transportation Commission.</p>	<p>Watch</p>



Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 532</a> <a href="#">Wiener D</a></p> <p>San Francisco Bay area toll bridges: tolls: transit operating expenses.</p>	<p>This bill is dead.</p>	<p>Existing law creates the Metropolitan Transportation Commission (MTC) as a regional agency in the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as MTC and makes BATA responsible for the administration of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law requires the Department of Transportation to collect tolls on these state-owned toll bridges. Existing law requires those toll revenues to be deposited in the Bay Area Toll Account and requires BATA to control and maintain that account, as specified. This bill would, until December 31, 2028, require BATA to increase the toll rate for vehicles for crossing the state-owned toll bridges in the San Francisco Bay area by \$1.50, as adjusted for inflation. The bill would require the revenues collected from this toll to be deposited in the Bay Area Toll Account, would continuously appropriate moneys from this toll increase and other specified tolls, and would require moneys from this toll to be transferred to MTC for allocation to transit operators that provide service within the San Francisco Bay area and that are experiencing a financial shortfall, as specified. The bill would direct MTC to require each transit operator eligible to receive an allocation from the account to, on an annual basis, submit a 5-year projection of its operating needs, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 537</a> <a href="#">Becker D</a></p> <p>Open meetings: multijurisdictional, cross-county agencies: teleconferences.</p>	<p>This bill is in the inactive file.</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, 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. The bill would authorize the legislative body of a multijurisdictional, cross-county agency, as specified, to use alternate teleconferencing provisions if the eligible legislative body has adopted an authorizing resolution, as specified. The bill would also require the legislative body to provide a record of attendance of the members of the legislative body, the number of community members in attendance in the teleconference meeting, and the number of public comments on its internet website within 10 days after a teleconference meeting, as specified. The bill would require at least a quorum of members of the legislative body to participate from one or more physical locations that are open to the public and within the boundaries of the territory over which the local agency exercises jurisdiction. The bill would require a member who receives compensation for their service, as specified, on the legislative body to participate from a physical location that is open to the public. The bill would require the legislative body to identify in the agenda each member who plans to participate remotely and to include the address of the publicly accessible building from which each member will participate via teleconference. The bill would prohibit a member from participating remotely pursuant to these provisions unless the remote location is the member’s office or another location in a publicly accessible building and is more than 40 miles from the in-person location of the meeting. The bill would repeal these alternative teleconferencing provisions on January 1, 2026. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 904</a> <a href="#">Dodd</a> D</p> <p>Sonoma-Marín Area Rail Transit District.</p>	<p>This bill is in the Senate Rules Committee.</p> <p>May be acted upon on or after February 4<sup>th</sup>.</p>	<p>Existing law creates, within the Counties of Sonoma and Marin, the Sonoma-Marín Area Rail Transit District with specified duties and powers relative to the provision of a passenger and freight rail system within the territory of the district. Under existing law, the district is governed by a 12-member board of directors appointed by various local governmental entities. Existing law authorizes the board to submit to the voters of the district a measure proposing a retail transaction and use tax ordinance. This bill would also authorize those special taxes to be imposed by a qualified voter initiative. The bill would require the board of supervisors of the Counties of Sonoma and Marin to call a special election on a tax measure proposed by the district’s board of directors or a qualified voter initiative in their respective counties, as specified. To the extent that the bill would impose additional duties on a county election official, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 925</a> <a href="#">Wiener</a> D</p> <p>San Francisco Bay area: local revenue measure: transportation improvements.</p>	<p>This bill is in the Senate Rules Committee.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would state the intent of the Legislature to enact subsequent legislation to authorize the Metropolitan Transportation Commission to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area’s public transportation system, as well as other transportation improvements.</p>	<p>Watch</p>

**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: **Receive Update on Corridor Crossing Strategy**

Finance Committee  
Recommendation

Technology, Operations, Planning,  
and Safety Committee  
Recommendation

Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended 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”). At the May 24, 2023 Caltrain AMP Committee meeting, staff presented an overview of the Caltrain Corridor Crossings Strategy (CCS) program including the purpose, Project Delivery Opportunities, Program Strategy Development, engagement timeline, and an overview of the 4-Track Analysis – the latter to determine the necessary passing track infrastructure to meet the JPB adopted 2040 Long Range Service Vision (Adopted Service Vision). The purpose of this informational report and accompanying presentation is to review the findings on the 4-Track analysis, as part of the Caltrain Corridor Crossing Strategy.

**Discussion**

As an outcome of the Caltrain Business Plan, the Caltrain Corridor Crossings Strategy (CCS) is an engagement-driven effort to develop a systematic corridor-wide approach to at-grade rail 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. The CCS aims to align community partners’ ambitions into balance with an implementable program, addressing funding, organization, and program delivery.

Project staff will provide an update on the findings of the 4-Track Analysis, expanding on the planning efforts completed as part of the 2019 Caltrain Business Plan. Currently, Caltrain operates on a 2-track railroad with two 4-track segments at Bayshore and Lawrence Stations constructed prior to initiation of the Baby Bullet service. The 4-Track Analysis is a planning level effort to refine the identified 4-track segments within the Caltrain Business plan to support the Adopted Service Vision. The Analysis evaluated trade-offs between service, right-of-way (ROW), and engineering design parameters to consider where jurisdictions will need to “not preclude” the implementation of 4-track segments.

The 4-Track Analysis is a focused technical and planning process (as corridor cities advance their grade separation projects) to 1) continue Caltrain’s commitment to a future blended service

developed in partnership with California High-Speed Rail Authority (CHSRA), 2) continue the planning efforts called for in the 2040 Long Range Service Vision, and 3) help clarify the limits of the 4-track segments to be constructed later, when the blended service with the CHSRA is implemented. The 4-Track Analysis validates the location and mile post limits of the 4-track segments that were conceptually identified in the Moderate Growth Scenario adopted by JPB in 2019 as the 2040 Long Range Service Vision (“Long Range Service Vision” or “Adopted Service Vision”).

The identified segments for the Adopted Service Vision include 4-track segments around the Millbrae, Hayward Park/Hillsdale, and Redwood City stations, in addition to options in north Santa Clara County. Previous work identified these 4-track segments, and the 4-Track Analysis confirmed their need. Prior to the 4-Track Analysis, the 4-track segment identified at Castro Street was excluded from the analysis due to the additional operational benefits of having a 4-track segment further north in Santa Clara County. The identified 3-track segment at Blossom Hill was also excluded due to the segment’s location on the UPRR-owned corridor and for serving as a train turnaround point instead of overtakes, among other reasons. As a result of the 4-Track Analysis, Caltrain staff identified California Avenue as the north Santa Clara County segment to support the Adopted Service Vision and to reflect Caltrain’s commitment per Section 5.3.1 of the Project Management and Funding Agreement (PMFA) dated December 16, 2018 to not make the implementation of High-Speed Rail (HSR) “materially more complicated” as part of the agreement with HSR that helped electrify the corridor.

### ***Background***

The CCS has been discussed as an agency priority since 2019, when it was first identified within the Caltrain Business Plan Process. Through a series of outreach and blended service planning activities between Caltrain, California High-Speed Rail Authority (CHSRA) and communities along the corridor, the Caltrain Business Plan conceptually identified 4-track segments corresponding to the Moderate Growth and High Growth scenarios. The Moderate Growth scenario (8 Caltrain trains and 4 HSR trains per hour per direction) was adopted by JPB in 2019 as the 2040 Long Range Service Vision (“Long Range Service Vision” or “Adopted Service Vision”) and represents a commitment to blended service for Caltrain and CHSRA.

### ***Next Steps***

The Adopted Service Vision 4-track segments will be communicated to community partners and partner agencies in the upcoming months and be included in the Draft Crossings Delivery Guide. A separate memo describing the purpose, process, and findings of the 4-Track Analysis will be available to the public early this year.

The CCS will continue collaboration with community partners and update the website regularly with new materials as the program progresses.

### **Budget Impact**

This informational item has no impact on the budget.

Prepared By: Dahlia Chazan                      Deputy Chief, Caltrain Planning                      650-730-6115

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Advocacy and Major Projects Committee  
Through: Michelle Bouchard, Acting Executive Director  
From: Sherry Bullock, CalMod Program Director  
Subject: **Receive Update on Crossing Optimization Project**

Finance Committee Recommendation       Technology, Operations, Planning, and Safety Committee Recommendation       Advocacy and Major Projects Committee Recommendation

**Purpose and Recommended 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”).

Staff will provide monthly updates covering Crossing Optimization-related activities during the previous month and a preview of activities anticipated to take place during the current month.

**Discussion**

The Caltrain Crossing Optimization Project provides an advanced technology solution to improve grade crossing warning time performance. This will be accomplished by reducing crossing warning system activations and the amount of gate downtime at grade crossings resulting from Through Move and scheduled Station Stop trains. This solution is integrated with Caltrain Positive Train Control (PTC) system, which has been operational since September 2019. The project is being implemented using a design-build approach and includes the following deliverables:

- Crossing Optimization Concept of Operations
- Rail capacity, schedule management, and communication studies
- Optimization crossing functional design.
- Proof of concept demonstration
- Testing and Commissioning of Optimized Crossing system

**MONTHLY UPDATE**

1. **Project Schedule - Major Milestones for Crossing Optimization Implementation as of December 31, 2023:**

Key Project Activity	No of Crossing	Planned Completion	Progress as of 12/31/2023	Progress On Track?	Note
220MHZ Study and Approval	n/a	Completed	Completed	Completed	
Crossing Group #1 Pilot Cutover Auzerais, Virginia Street, Center Street, Santa Paula, Mission, 16h street	6	4/27/2022	Completed	Completed	
Crossing Group #2 Cutover Broadway, Morrell Pd and Oak Grove	3	03/09/2023	Completed	Completed	
Crossing Group #3 Cutover Howard Ave, Peninsula Ave, North Lane and Baywater Ave	4	2024Q2	In Planning	On Track	Resequencing and Rescheduling in process due to track access.
Crossing Group #4 Cutover Bellevue, First Ave, Villa Terrace Ave, Second Ave	4	2024Q2	In Planning	On Track	Resequencing and Rescheduling in process due to track access.
Crossing Group #5 Cutover Third Ave, Fourth Ave, Fifth Ave, Ninth Ave	4	2024Q2	In Planning	On Track	Resequencing and Rescheduling in process due to track access.
Crossing Group #6 Cutover Alma St., Churchill Ave	2	2024Q2	In Planning	On Track	Resequencing and Rescheduling in process due to track access.
Crossing Group #7 Cutover Whipple, Brewster, Broadway, Maple St.	4	2024Q2	In Planning	On Track	Resequencing and Rescheduling in process due to track access.
Crossing Group #8 Cutover Rengstorff, Castro St., Mary Ave, Sunnyvale Ave	4	2024Q2	In Planning	On Track	Two out of four planned for the cutover completed on December 16, 2024.
Crossing Group #9 Cutover Encinal, Glenwood, Oak Grove, Ravenwood Ave.	4	2024Q2	In Planning	On Track	Resequencing and Rescheduling in process due to track access.
Crossing Group #10 Cutover South Linden, Scott Street	2	2024Q2	In Planning	On Track	Resequencing and Rescheduling in process due to track access.
Crossing Group #11 Cutover East Meadow Drive, Charleston Rd	2	12-16-2023	Completed	Completed	
Crossing Group #12 Cutover Main St., Chestnut St. Fair Oaks Lane, Watkins Ave.	4	2024Q2	In Planning	On Track	Resequencing and Rescheduling in process due to track access.
Crossing Group #13 Cutover Mission Bay and 16 <sup>th</sup> Street	2	2024Q2	In Planning	On Track	Resequencing and Rescheduling in process due to track access.
Crossing Optimization Final Acceptance		June 2024		On Track	

## 2. Cost – Spend vs Budget with Actuals and Accruals through December 31, 2023

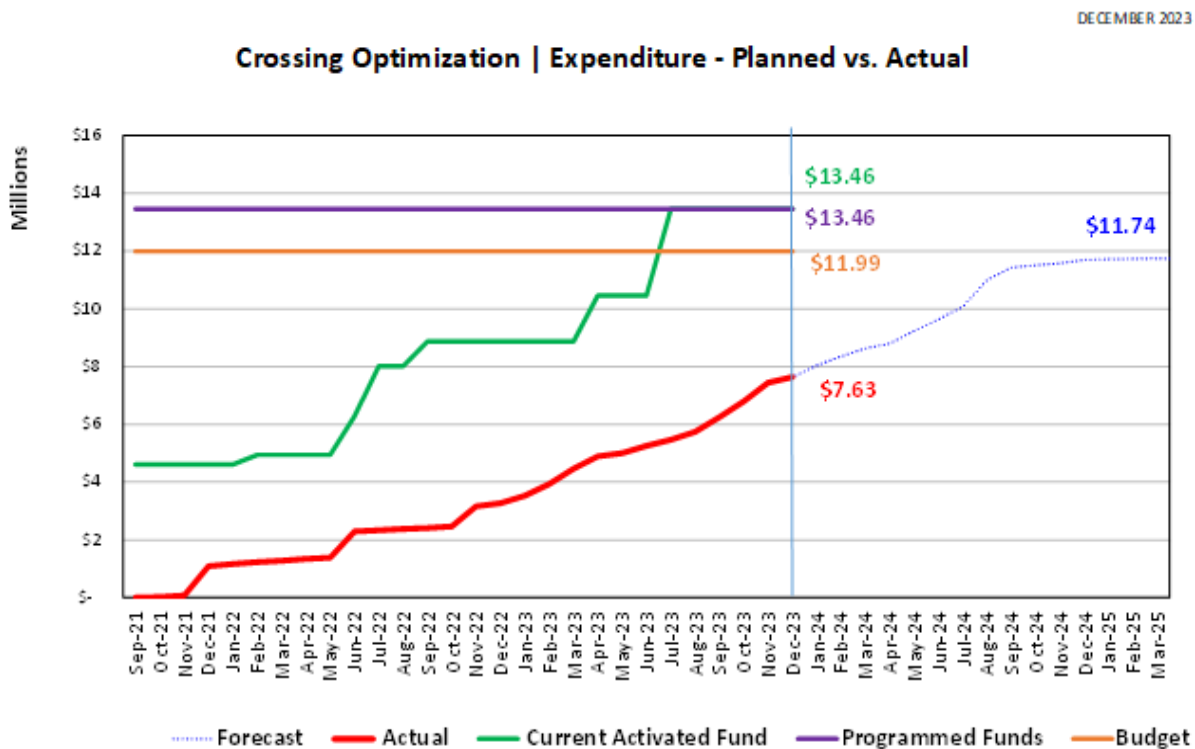
Crossing Optimization Budget and Cost (As of Dec 31, 2023)

	(A)	(B)	(C)	(D)		(E)	(F) = (C - E)	(G) = ( D / E)
Project Cost Analysis	Original Budget (US\$MM)	Approved Changes (Contractor) (US\$MM)	Project Current Budget (US\$MM)	Expended and Accruals To-Date (US\$MM)	To-Go (US\$MM)	Estimated at Completion (EAC) (US\$MM)	Variance at Completion (US\$MM)	% Expended of EAC
Crossing Contractor - WABTEC	\$ 7.88		\$ 7.88	\$ 6.02	\$ 1.86	\$ 7.88	\$ (0.00)	76.39%
Program Mngt. & Admin Costs	\$ 2.73		\$ 2.73	\$ 1.36	\$ 1.38	\$ 2.62	\$ 0.11	51.73%
Project Contingency	\$ 0.92		\$ 0.92		\$ 0.92	\$ 0.83	\$ 0.09	0.00%
ICAP	\$ 0.45		\$ 0.45	\$ 0.26	\$ 0.19	\$ 0.41	\$ 0.04	62.65%
Potential Changes			\$ -		\$ -	\$ -	\$ -	
<b>Total Crossing Optimization Project</b>	<b>\$ 11.99</b>	<b>\$ -</b>	<b>\$ 11.99</b>	<b>\$ 7.63</b>	<b>\$ 4.35</b>	<b>\$ 11.74</b>	<b>\$ 0.24</b>	<b>65.00%</b>

Note:

- 1). Expended and Accruals To-Date is through December 31, 2023;
- 2). Program Mngt. & Admin Costs includes JPB project oversight costs, TASI support and Other Direct Costs for Crossing project delivery;

## 3. Cost Curve:



## 4. Major Activities for December 2023:

- Completion of Wayside Software, PTC Subdiv File update, and lab testing.
- Ongoing development of Slot Plan solution and update.
- Ongoing development of Schedule Management (nearside station stop) system.
- Wayside Software, PTC Subdiv File update and lab testing for group #8 & #11.
- Continued CPUC GO-88B submittal process & closeout for completed crossings.
- Completed Cutover for Group #11

## 5. Upcoming Key Activities in January 2024:

- Performance monitoring for in-service crossings.



- Confirm updated resequencing.
- Confirm track access for re-sequenced crossing cutovers for the remaining groups.
- Review remaining group cutover schedule and coordinate with Rail Operations and PCEP.
- Complete remaining GO-88B applications & start closeout for completed locations.

**6. Change Management:**

- In June 2022, the JPB approved change order for not to exceed \$4,903,222 to Wabtec contract No. 18-J-T-49 for completion of the crossing optimization work. The Project executed contract Amendment 4 in September 2022.
- In November 2022, the parties executed a \$0 change order (Amendment 5) to modify the payment schedule.
- There have been no further change orders since November 2022.

**7. Risk Management:**

The following are top five risks for implementation of crossing optimization project:

Risk Descriptions	Mitigation Actions
<p><b>1.</b> Delays and last-minute changes in PCEP subdiv data required to be included in a crossing optimization subdiv may impact the schedule and cutover dates – Closed.</p>	<p>PCEP Cutover was completed in August 2023 for all signal and crossings</p>
<p><b>2.</b> Late Receive PCEP Cutover plans and software may impact crossing optimization cutover schedule - Closed</p>	<p>PCEP Cutover was completed in August 2023 for all signal and crossings</p>
<p><b>3.</b> There may not be enough track availability to perform the crossing optimization cutovers in sequential days due to PCEP OCS Construction delays in Segments 1 and 2, area closures bus bridge weekend and other Caltrain projects and maintenance occupying the tracks</p>	<ul style="list-style-type: none"> <li>• Map crossing optimization cutover dates with PCEP path to completion schedule and work with Rail Ops to avoid conflicts and find suitable work windows. Crossing Optimization cutover dates were pushed to later dates since May of 2023 due to PCEP construction needs.</li> <li>• Attend weekly Operations planning meeting including track access planning – On going.</li> <li>• Propose 2024 cutover schedule for the remaining groups and coordinate with all parties to ensure timely execution of the field work. – January 2024</li> </ul>

**8. FRA Coordination Status:**

- On-going bi-weekly coordination calls with FRA Test Monitor
- Received Test Request Approved

- Test Plan Approved
- Continue development of combined Safety Case update (Crossing Optimization & PCEP 2SC)
- Continued coordination on site-specific test plan and results submission

**Budget Impact**

There is no budget impact.

Prepared By: Sherry Bullock

CalMod Program Director

650.622.7866