



BOARD OF DIRECTORS 2024

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# AGENDA

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

February 28, 2024, 3:30 pm

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

Committee Members: Steve Heminger (Chair) and 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.

**February 28, 2024 - Wednesday**

**3:30 pm**

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*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 January 24, 2024 Motion
5. Approve Update to Public Comment Process Policy Motion
6. Amendment #2 to the Memorandum of Agreement with Transbay Joint Powers Authority for 4th and King Yard Preparation in Support of the Downtown Rail Extension\* \*\* Motion
7. State and Federal Legislative Update Informational
8. Receive an Update on San Francisco Railyards Preliminary Business Case Informational
9. Receive an Update on Diridon Station Business Case Informational
10. Committee Member Requests
11. Date/Time of Next Regular AMP Committee Meeting: Wednesday, March 27, 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.
12. 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 January 24, 2024**

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

**Staff Present:** M. Bouchard, S. Bullock, J. Harrison, J. Gibson (Kimley-Horn), D. Ryan,  
N. Steward-Crooks, E. Torres (Kimley-Horn), 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 December 20, 2023**

Motion/Second: Chavez/Gee

Ayes: Chavez, Gee, Heminger

Noes: None

**5. State and Federal Legislative Update and Approval of legislative Proposal: Support for AB 817 (Pacheco)**

Devon Ryan, Government Affairs Officer, provided the presentation that included the following:

- Applying for All Stations Accessibility Program for 22nd Street Station due to accessibility issues
- Senator Weiner introduced Spot Bill SB (Senate Bill) 925; MTC (Metropolitan Transportation Commission) to request amendments
- MTC requiring employers near transit with fifty or more employees buy a universal pass for all employees
- Timeline extended on SB 926; California Transit Association (CTA) and labor groups remain in opposition

Chair Heminger noted Director Chavez's attendance at MTC meeting and requested feedback.

Dir. Chavez provided a report that included the following:

- Funding allocation to freeways or transit on roadway expansions and transit construction
- Business groups primarily interested in sales tax; Transit Demand Management (TDM) requirements may require more flexibility
- Concerns about insufficient sales tax funding for transit operations; mismatch with local

funding

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

- The impact of TDM requirements on development projects
- Status of previous SB 926 bill
- Transit operating support challenges

#### Public Comment

Adina Levin, Friends of Caltrain and Seamless Bay Area, suggested clear communication for operational funding needs to maintain and improve public transportation for a regional funding measure.

Motion/Second: Gee/Chavez

Ayes: Chavez, Gee, Heminger

Noes: None

#### **6. Receive an Update on Corridor Crossing Strategy**

Jill Gibson and Edgar Torres, Kimley-Horn Consultants, provided the presentation that included the following:

- Summary analysis of four-track refinement efforts
- Caltrain and High-Speed Rail Authority (HSRA) clause was critical in analyzing tradeoffs between service engineering and the right-of-way
- Blended service of eight Caltrain trainsets and four HSR trains; refined four-track segments at Millbrae, Hayward-Hillsdale, Redwood City and Northern Santa Clara County
- Analysis validated the passing track locations to enable future blended service for Caltrain and HSR and fulfills Caltrain's obligation to HSR
- California Avenue Station is the four-track segment to support the adopted service vision
- Ongoing coordination with corridor cities on the four-track analysis
- Four-track analysis report will be posted online; Crossings Delivery Guide will feature future four-track segments to support blended service

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

- Implementation of four-track system working with HSR and partnering with communities where four-track and grade separation projects will be located
- Pursue environmental process for four-track segment locations to ensure that grade separation projects are taken into account
- Multi-agency joint land protection and acquisition of assets for future projects
- Renewed emphasis and collaboration with HSRA to get HSR service to Diridon Station
- Redwood City Station priority for development, strategic purpose in the corridor, and important for the four track segment
- In discussions with Palo Alto to determine how to minimize crossings project impact and tradeoffs; California Avenue project to have minimal impact
- Need defined process to resolve differences between agencies, cities, and HSR

**7. Receive Update on Crossing Optimization Project**

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

- Two-Speed Check (2SC); default system required for electrification; provide crossing warning;
- Track circuit-based design monitors approaching train; train speed categorization used to delay crossing activation
- Wireless crossing not required but is an enhancement for electrification that reduces warning times and the number of activations, and provides improved grade crossing safety
- Full speed field activation and wireless crossing pre-testing scheduled for April. Remaining cutovers completed by July 2024; project completion expected in third Quarter of 2024

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

- Recommended map with close up of actual area and include workplan timeline
- Process for zero activations
- Enhanced Cybersecurity Plan and fail-safe system
- Need for closed session discussion about security provisions and public communication to emphasize public safety with two-speed check and PTC (positive train control)

**8. Committee Member Requests**

There were none.

**9. Date/Time of Next Regular AMP Committee Meeting:** Wednesday, February 28, 2024 at 3:30 pm

**10. Adjourn**

The meeting adjourned at 4:52 pm.

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Advocacy and Major Projects Committee  
Through: Michelle Bouchard, Executive Director  
From: Nathaniel Kramer, Chief People and Culture Officer  
Subject: **Approve Update to Public Comment Process Policy**

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

**Purpose and Recommended Action**

Pursuant to federal guidelines in the Federal Transit Administration (FTA) Circular 9030.1E on Urbanized Area Formula Program Grant Application Instructions (originally issued in September 1987 and reissued in January 2014), the FTA requires grant recipients to certify that they have “a locally developed process to solicit and consider public comment before raising a fare or implementing a major reduction of public transportation service.” The Board adopted the current Public Comment Process Policy in October 1998, more than 25 years ago.

Staff recommends the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (Caltrain) approve the proposed revisions to the Public Comment Process Policy to:

- Update the process with more modern and relevant methods of public participation;
- Clarify when the Board will hold a public hearing in addition to giving the public an opportunity to comment at public meetings; and
- Reduce barriers to public participation and increase public engagement in the decision-making process.

**Discussion**

The Public Comment Process Policy outlines Caltrain’s locally developed public comment process for fare and major service changes. Public engagement is an essential piece of the decision-making process and is required as part of the Public Participation Plan of Caltrain’s Title VI program. The Public Comment Process Policy details how Caltrain will conduct public hearings and meetings to encourage meaningful public participation and how Caltrain will consider the public comments received in the decision-making process of changing fares and major service. It provides the minimum public comment requirements for Caltrain to adopt changes in fares and approve major service changes.

In the revised policy, the definitions of a public hearing and a public meeting are clarified. A public hearing is calendared as part of regular or special meetings of the Board of Directors or Board Committee and is subject to Brown Act noticing requirements. It provides an opportunity to make public comments to be included in the record of a Board action.

In the Public Comment Process policy, a public meeting is defined as any public meeting that is conducted by Caltrain, by a community-based organization, or where Caltrain sends staff representatives to receive public input. Under the revised policy, certain public meetings are not subject to Brown Act noticing requirements, including community-based organization meetings and meetings organized by staff solely to receive public input. However, a meeting of the Board, its committees, and the Citizens Advisory Committee (CAC) are always subject to the Brown Act.

Currently, Caltrain's public comment process requires public hearings for both fare and major service changes and contains noticing requirements that do not allow flexibility in gathering public comment. Public notices are publicized written announcements that public comment is being sought in advance of a proposed Board action. Approximately \$10,500 is spent on public notices for each public hearing. These costs are largely associated with translation of the public notices into multiple languages, which are then posted in five regional newspaper publications. Moreover, these public hearings are often held during times when community members may be working and unable to attend.

Due to low participation in public hearings, the updated Public Comment Process policy intends to reduce the barriers of public participation and minimize the number of public hearings required, while allowing opportunities for public participation and comment in the form of more flexible public meetings, including hybrid-format Citizens Advisory Committee (CAC) meetings and less formal, staff-led public meetings held with community-based organizations. The updated Public Comment Process policy reflects the minimum public comment requirements to adopt changes related to fare and major service change. Proposed major service changes will no longer require a public hearing under the new policy but will be subject to a minimum of two public meetings. Due to federal requirements, Caltrain is still required to hold a public hearing for proposed fare changes, and, under the updated policy, will be required to hold an additional public meeting to meet the minimum public comment requirements.

In the updated policy, all public hearings and meetings will require public notices to be translated according to the Tier languages listed in the Language Assistance Plan of Caltrain's Title VI Program. The noticing requirement for the public hearing will remain the same, at two public notices published in the newspaper ten days prior to the public hearing, with five days between the first and last publication. For public meetings, the requirement is for at least one public notice to be issued at least ten days prior to the public meeting. Public meeting notices do not have to be published in the newspaper. Instead, they may be issued in the form of press releases, notices on the Caltrain website, or social media posts.



In addition to the minimum requirements of gathering public comment at public meetings, Caltrain staff will also consider other ways of public engagement including surveys distributed by the market research team and comments gathered through social media.

**Budget Impact**

The new Public Comment Process will have no impact on the budget.

Prepared By:	Wendy Lau	Deputy Director, Office of Civil Rights	650-622-7864
	Michelle Louie	Title VI & Social Equity Administrator	650-622-8038

**Resolution No. 2024 -**

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

\* \* \*

**Approving an Update to the Public Comment Process Policy**

**Whereas**, as a recipient of grant funds from the Federal Transit Administration (FTA), the Peninsula Corridor Joint Powers Board (JPB) is required to develop a policy establishing a local public comment process for fare and major service changes; and

**Whereas**, public engagement is essential to the decision-making process and is required as part of the Public Participation Plan in JPB's Title VI Program; and

**Whereas**, in order to better serve Caltrain riders and the community and to ensure compliance with the FTA requirements, the JPB is updating the written policy dated October 1998, which outlines procedures to encourage meaningful public participation in decisions regarding proposed fare and major service changes; and

**Whereas**, the intent of the updated policy is to reduce barriers to public participation and minimize the number of public hearings to only those required by law. In lieu of more frequent public hearings, the updated policy provides that the JPB will offer more flexible public meetings, which will increase access to the public and conserve agency funds; and

**Whereas**, the updated Public Comment Process Policy reflects the minimum public comment requirements to adopt changes related to fare and major service change; and

**Whereas**, the Executive Director has recommended that the update to the JPB Public Comment Process Policy, dated February 2024, be approved and take immediate effect.

**Now, Therefore, Be It Resolved** that the Peninsula Corridor Joint Powers Board hereby approve the update to the Public Comment Process Policy, which is attached hereto as Exhibit A, to be effective immediately.

Regularly passed and adopted this 7<sup>th</sup> day of March, 2024 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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District Secretary

# Peninsula Corridor Joint Powers Board

## Public Comment Process for Fare and Major Service Changes

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### Introduction

The Public Comment Process Policy serves as a guide for staff on the consideration and solicitation of public comments prior to making fare and service changes and other specified decisions that impact riders and the community. Public engagement is an essential piece of the decision-making process and is required as part of the Public Participation Plan in the Title VI Program. This policy reflects the minimum public comment requirements to adopt changes related to fare and service.

### Public Comment Process Definitions

For the purposes of this policy, the following definitions apply<sup>1</sup>:

- a) **Agency:** The San Mateo County Transit District or Peninsula Corridor Joint Powers Board
- b) **Board Action:** Agency Board of Directors (Board) approval of a proposal or change via motion, resolution, or adoption of findings.
- c) **Fare Policy:** A collection of principles that orient fare-related decisions to a set of strategic goals, which are typically outlined in a guiding document, such as a strategic plan.
- d) **Fare Structure:** A legal document that outlines the collection of various fare products for sale and their prices.
- e) **Public Comment:** Input provided by the public for consideration when the Board considers a Board Action. Public Comments may be submitted in writing or as spoken statements.
- f) **Public Hearing:** A Public Hearing provides an opportunity to make Public Comments to be included in the record of a Board Action. Public Hearings are calendared as part of regular or special meetings of the Board of Directors or Board Committee. Public Hearings do not need to be called through a separate action.
- g) **Public Meetings:** Any meeting that is either conducted by the Agency, or meeting conducted by a Community Based Organization (CBO), or where the Agency sends representatives to receive public input. These include 1) a meeting or committee of the Board, 2) Citizens Advisory Committee or 3) CBO Meeting. Public meetings need not be subject to Brown Act Noticing Requirements.
- h) **Public Notice:** A publicized, written announcement that Public Comment is being sought in advance of a proposed Board Action. Public Notices provide details on the time, date, location, and issue to be discussed and presented during a Public Meeting or Public Hearing. Public Notices include contact information for requesting translation of written materials, interpretation, or hearing assistance to support participation of individuals with limited English proficiency or individuals with disabilities. Public Notices should be translated into at least two

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<sup>1</sup> Examples and applications of definitions are located in the Public Comment Process Toolkit.

of the most widely spoken languages among Limited English Proficient (LEP) communities in the service area(s) impacted by the subject potential Board Action. These languages are identified in each Agency's Title VI Program Language Assistance Plan.

## I. Public Meeting

### A. Scope

Public Meetings are REQUIRED before the following Board Actions can be taken:

1. Amendment of the Major Service Change Policy
  - a. This policy establishes a threshold and standard for Major Service Changes as part of the Agency's Title VI Program.
2. Major Service Change
  - a. This is defined as any service increase or decrease that reaches the established threshold as defined by Major Service Change Policy.
3. Amendment of the Disparate Impact or Disproportionate Burden Policy
  - a. These policies establish thresholds for determining whether a given service or fare change has a disparate impact on minority populations versus non-minority populations, or on low-income populations versus non-low-income populations, respectively.
4. Surplus Land Findings and Determinations
  - a. The Surplus Land Act and Surplus Real Property Act require local agencies to offer surplus land for sale or lease to affordable home developers and certain other entities before selling or leasing the land to any other individual or entity. Findings and declarations of property surplus must occur at Public Meetings.

### B. Minimum Requirements

Two opportunities for public comment, one of which can be at an informational Board Meeting, must be held to fulfill the minimum public outreach requirement for the above Board Actions. Public Meetings are to occur prior to the Board Action.

Public Notice is required as stated under Section I.D below.

### C. Board Submission

When a Public Meeting is held in advance of Board Action, Public Meeting outcomes and information will be submitted to the Board in the staff report or staff presentation.

### D. Public Notice

At least one Public Notice will be issued at least 10 business days prior to the Public Meeting with additional notices to be determined by individual community needs and staff. Examples of Public Notices include press releases, notices on Agency websites, or social media posts.

Notices will be translated in languages identified in each Agency's Title VI Program Language Assistance Plan.

## II. Public Hearings

### A. Scope

Public Hearings are REQUIRED before the following Board Actions can be taken:

1. Adoption or Amendment of a General Transit Plan (Public Utilities Code Section 103262)
2. Certain Real Property Transfers
  - a. The Surplus Land Act and Surplus Real Property Act require local agencies to offer surplus land for sale or lease to affordable home developers and certain other entities before selling or leasing the land to any other individual or entity. A Public Hearing is required after real property is declared to be surplus and before the property is transferred. (Government Code Section 50572)
3. Adoption or Amendment of a Charter Bus Service Rate (Public Utilities Code 103281)
  - a. This pertains only to the San Mateo County Transit District (District). The District is restricted from operating Charter Bus Services in most situations. However, if the District take steps required to operate Charter Bus Service, then it must conduct a public hearing.
4. Fare Adoption or Change
  - a. Public Hearings are required for Fare Structure changes that introduce new fares, change existing fares, or eliminate fares, including: changing fare discounts, fare products, or fare media; adding or deleting fare instruments; or reconfiguring the zonal/distance/express fare structures if it causes increases or decreases in fares or fees. Public Hearings are not required for Board Actions amending the Fare Structure to make technical changes, corrections or clarifications; amend general language; or add options for accessing existing fares or discounts, fare products or fare media. Government Code Section 66018.
5. Adoption or Change in Fare Policy
  - a. The Fare Policy lays out the principles and goals that will shape any future changes to the Agency's fare structure. The Fare Policy guides the Agency in pricing-related decisions.
6. Change in Amenities Fees
  - a. Any addition, deletion, or change in the existing fees for station amenities that are collected by the Agency requires a Public Hearing. These include fees for car parking or bicycle lockers. Government Code Section 66018.
7. Adoptions of New Fees or Changes to Existing Fees
  - a. This includes fees related to service provision or fare adjustment. Government Code Section 66018.
8. Adoption of Ordinances that Penalize Certain Infractions of the Passenger Code of Conduct
  - a. This applies to penalizing the infraction of failure to yield reserved seating. Other Public Hearing requirements for additional infractions is within agency discretion.
9. Adoption of the Annual Audit of Funding
  - a. This applies to the presentation of audit results to each Agency Board.
10. Adoption of Annual Budget
  - a. Each Agency Board is required to approve the Agency's Annual Budget.

11. Federally Required Public Hearings, including but not limited to the following,
  - a. Requests for Equivalent Facilitation
  - b. Accessibility Plan for Commuter Rail System Stations
  - c. Development of a Paratransit Plan
  - d. Environmental Review of Federally Assisted Capital Projects under the National Environmental Policy Act (NEPA)

**B. Minimum Requirements**

Two opportunities for public comment, one of which must be a Public Hearing, must be held to fulfill the minimum public outreach requirement for the above Board Actions. At least one Public Hearing must occur prior to Board Action. Public Hearings must be scheduled and coordinated with the Office of the Agency Board Secretary or Agency Board Secretary proxy. The Public may submit written or verbal testimony at the Public Hearing.

Public Notice is required as stated under II.C below

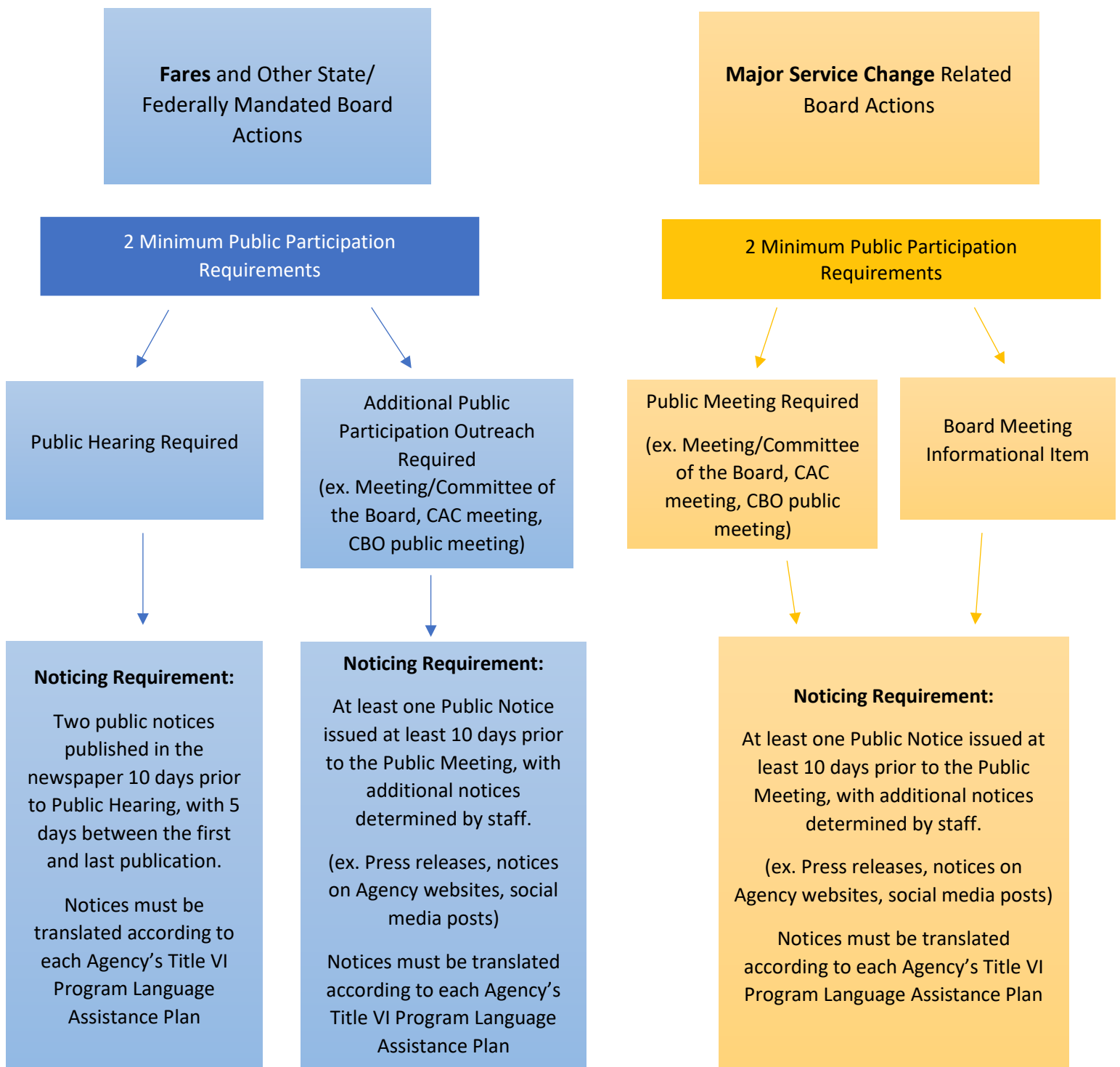
**C. Public Notice**

At least one Public Notice will be published at least 10 business days prior to the Public Hearing in a newspaper regularly published at least once a week. The notice must be published twice with at least five days intervening between the dates of the first and last publication, not counting such publication dates. The notice period begins on the first day of publication and terminates at the end of the tenth day.

Notices will be translated in languages identified in each Agency's Title VI Program Language Assistance Plan. Notices in languages other than English will need to be published in a regularly published newspaper. Location of newspaper notices within newspaper sections is determined by staff.

If the Board determines to continue or delay a properly noticed Public Hearing to a subsequent date, a Public Notice will be re-publicized in manner determined by staff at least 5 days before the hearing.

### Attachment: Process Diagram





**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Advocacy and Major Projects Committee  
Through: Michelle Bouchard, Executive Director  
From: Dahlia Chazan, Chief, Caltrain Planning  
Subject: **Amendment #2 to the Memorandum of Agreement with Transbay Joint Powers Authority for 4<sup>th</sup> and King Yard Preparation in Support of the Downtown Rail Extension**

Finance Committee  
Recommendation

Technology, Operations,  
Planning, and Safety Committee  
Recommendation

Advocacy and Major  
Projects Committee  
Recommendation

**Purpose and Recommended Action**

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (Caltrain):

- 1) Authorize the Executive Director or designee to execute a second amendment to the Memorandum of Agreement (MOA) dated March 2, 2023, and amended October 1, 2023, with the Transbay Joint Powers Authority (TJPA) for an additional \$400,000 of reimbursable Caltrain expenses and extend the term an additional six months from March 31, 2024 to September 30, 2024 in a form approved by legal counsel; and
- 2) Amend the project budget from \$1,055,000 to \$1,455,000, to include additional \$400,000 reimbursable expenses from the MOA, increasing the Caltrain Fiscal Year (FY) 2024 Capital Budget from \$520,775,704 to \$521,175,704.

The MOA authorizes reimbursement from TJPA to Caltrain for oversight of the design of the 4th and King Yard Preparation for the San Francisco Downtown Rail Extension (“DTX” or “The Portal”). In March 2023, the Caltrain Board approved the MOA for an initial not-to-exceed amount of \$595,000 and a term expiring no later than March 31, 2024. Amendment 1 to the MOA, executed on October 1, 2023, added \$460,000 to the budget. MOA Amendment 2 will add \$400,000 to the MOA and extend the term to September 30, 2024, to support additional review and design of the 4<sup>th</sup> and King Yard Preparation work for the DTX project. The Amendment includes an option to extend for an additional three months.

**Discussion**

The DTX project will connect Caltrain’s regional rail system and the future California High-Speed Rail Authority’s statewide system to the Salesforce Transit Center in downtown San Francisco. The TJPA is seeking funding for DTX through the Federal Transit Administration (FTA) Capital Investment Grants (CIG) Program New Starts program. As required by the CIG program, the TJPA and Caltrain are developing a Master Cooperative Agreement (MCA) that outlines each agency’s responsibility to deliver DTX.

The DTX project has identified the need for substantial work to occur in Caltrain's right-of-way at the 4th and King railyard prior to and during the project's main civil construction. It is required to connect the above-grade Caltrain mainline to the new tunnel serving a new, underground 4<sup>th</sup> and Townsend station and the remainder of the DTX. This work is referred to as "4th and King Yard Preparation" (4KY), and includes track realignment, utility relocation, building relocation, and other site work at the railyard.

The 4KY design incorporates a multi-stage construction program to allow Caltrain to maintain continuous operations during construction. The design work advanced significantly on developing an initial scope, schedule, and budget for the 4KY work, including dividing the work into two contract packages and identifying the delivery method and responsible agency for the packages. On December 7, 2023, the Caltrain Board authorized Caltrain to serve as the responsible agency for delivery of the 4KY Track and Systems Package (Package B) using the Construction Manager General Contractor (CMGC) delivery method. As discussed at the meeting, Caltrain will not enter into a CMGC contract until it has negotiated a 4KY Agreement with the TJPA and the Caltrain Board has approved the Agreement.

In March 2023, the Caltrain Board approved the MOA, which authorized reimbursement from TJPA to Caltrain for oversight of the design of 4th and King Yard Preparation. As a result of the MOA, Caltrain has retained consultant services to oversee the TJPA design team for 4KY work. Amendment 1 to the MOA, executed on October 1, 2023, added \$460,000 to the budget. MOA Amendment 2 will add \$400,000 to the MOA and extend the term to September 30, 2024, with the option to extend for an additional three months. The amendment to the contract term and budget is necessary for additional design work and to support the development of the 4th and King Yard Preparation agreement. Caltrain and TJPA are working together on innovative design and phasing solutions to ensure Caltrain maintains continuous operations during the construction period. At the time of execution of the MOA, the parties did not anticipate the need for additional work related to design and phasing, which requires additional support.

Staff are developing a 4KY Agreement focused on the 4th and King Yard Preparation and will present to both the TJPA Board of Directors and Caltrain Board for their consideration, as described in the Interim Agreement approved by both boards in August 2023. It is anticipated that the 4KY Agreement will supersede the MOA.

### **Budget Impact**

The Board approved the initial budget for the 4<sup>th</sup> and King Yard Preparation (DTX Enabling Works Project) in FY23 in the amount of \$595,000 funded by TJPA through a MOA between TJPA and JPB. In FY24, the Board approved an additional budget of \$460,000 funded by TJPA, increasing the project budget to \$1,055,000. The execution of the second amendment of the MOA will provide additional funding of \$400,000 in reimbursable expenses that will increase the total project budget from \$1,055,000 to \$1,455,000 increasing the Caltrain FY24 Capital Budget from \$520,775,704 to \$521,175,704.

Prepared By: Gwen Buckley

Principal Planner

650-722-6827



FY2024 ADOPTED CAPITAL BUDGET

Attachment B  
Amendment 5  
March 2024

Item #	PROJECT NAME	FY2024 ADOPTED CAPITAL BUDGET	Amendment 5	FY2024 AMENDED CAPITAL BUDGET	Federal Funds	STA SOGR	Member Agency Funds			Member Agency Funds	Others	Externally Funded / Stadler Cars	FY2024 ADOPTED CAPITAL BUDGET
							Santa Clara (Measure B)	San Francisco (SFCTA)	San Mateo (SMCTA)				
<b>i. SOGR</b>													
<b>Bridges</b>													
1	Guadalupe Bridges Replacement <sup>1</sup>	17,364,622		17,364,622	12,138,098	892,549	2,192,000			2,192,000	2,141,975	-	17,364,622
2	San Francisquito Creek Bridge Emergency North Channel Restoration <sup>2</sup>	5,165,715		5,165,715					2,490,020	2,490,020	2,675,695	-	5,165,715
3	San Francisquito Bridge Acoustic Monitoring System <sup>3</sup>	857,638		857,638							857,638	-	857,638
4	SOGR Structures	1,560,000		1,560,000	1,248,000	312,000						-	1,560,000
	<b>Total Bridges</b>	<b>24,947,975</b>	<b>-</b>	<b>24,947,975</b>	<b>13,386,098</b>	<b>1,204,549</b>	<b>2,192,000</b>	<b>-</b>	<b>2,490,020</b>	<b>4,682,020</b>	<b>5,675,308</b>	<b>-</b>	<b>24,947,975</b>
<b>Right of Way</b>													
5	SOGR MOW Track <sup>4</sup>	4,100,543		4,100,543	2,957,273						1,143,270	-	4,100,543
6	SOGR MOW Track - Track Equipment	2,556,828		2,556,828		264,318		2,112,165	180,345	2,292,510		-	2,556,828
7	ROW Fencing <sup>5</sup>	1,835,951		1,835,951				461,316	730,635	1,191,951	644,000	-	1,835,951
	<b>Total Right of Way</b>	<b>8,493,322</b>	<b>-</b>	<b>8,493,322</b>	<b>2,957,273</b>	<b>264,318</b>	<b>-</b>	<b>2,573,481</b>	<b>910,980</b>	<b>3,484,461</b>	<b>1,787,270</b>	<b>-</b>	<b>8,493,322</b>
<b>Signal &amp; Communications</b>													
8	Signal SOGR FY24 and FY25	632,000		632,000	505,600	126,400						-	632,000
	<b>Total Signal &amp; Communications</b>	<b>632,000</b>	<b>-</b>	<b>632,000</b>	<b>505,600</b>	<b>126,400</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>632,000</b>
<b>Station &amp; Intermodal Access</b>													
9	Station SOGR Project	1,226,519		1,226,519				1,226,519		1,226,519		-	1,226,519
	<b>Total Station &amp; Intermodal Access</b>	<b>1,226,519</b>	<b>-</b>	<b>1,226,519</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,226,519</b>	<b>-</b>	<b>1,226,519</b>	<b>-</b>	<b>-</b>	<b>1,226,519</b>
	<b>Total SOGR</b>	<b>35,299,816</b>	<b>-</b>	<b>35,299,816</b>	<b>16,848,971</b>	<b>1,595,267</b>	<b>2,192,000</b>	<b>3,800,000</b>	<b>3,401,000</b>	<b>9,393,000</b>	<b>7,462,578</b>	<b>-</b>	<b>35,299,816</b>
<b>ii. LEGAL MANDATE</b>													
10	MS4 Trash Management	200,000		200,000					200,000	200,000		-	200,000
	<b>Total</b>	<b>200,000</b>	<b>-</b>	<b>200,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>200,000</b>	<b>200,000</b>	<b>-</b>	<b>-</b>	<b>200,000</b>
<b>iii. OPERATIONAL IMPROVEMENTS/ENHANCEMENTS</b>													
11	Mini-High Platforms <sup>6</sup>	460,000		460,000							460,000	-	460,000
12	Next Generation Visual Messaging Sign (VMS)	1,200,000		1,200,000				1,200,000		1,200,000		-	1,200,000
13	22nd Street ADA Access Improvements <sup>7</sup>	447,198		447,198							447,198	-	447,198
14	San Mateo Replacement Parking Track <sup>8</sup>	3,773,000		3,773,000							3,773,000	-	3,773,000
15	Support for Property Mapping	520,000		520,000					520,000	520,000		-	520,000
29	Broadband Communications <sup>14</sup> Total Project Budget (Post-Amendment): \$30,440,518	1,620,277		1,620,277							1,620,277	-	1,620,277
30	Broadway Burlingame Grade Separation Project <sup>15</sup> Total Project Budget (Post-Amendment): \$27,913,000	2,500,000		2,500,000							2,500,000	-	2,500,000
31	Charleston Road Grade Crossing Improvements <sup>16</sup> Total Project Budget (Post-Amendment): \$750,000	750,000		750,000							750,000	-	750,000
31	Charleston Road Grade Crossing Improvements <sup>16</sup> Total Project Budget (Post-Amendment): \$750,000	750,000		750,000							750,000	-	750,000
	<b>Total</b>	<b>11,270,475</b>	<b>-</b>	<b>11,270,475</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,200,000</b>	<b>520,000</b>	<b>1,720,000</b>	<b>9,550,475</b>	<b>-</b>	<b>11,270,475</b>
<b>iv. PLANNING/STUDIES</b>													
16	Capital Planning (CIP)	359,000		359,000					359,000	359,000		-	359,000
17	San Francisco Railyards TOD <sup>9</sup>	806,000		806,000							806,000	-	806,000
18	Level Boarding Roadmap	520,000		520,000					520,000	520,000		-	520,000
19	Battery EMU R/D <sup>10</sup>	1,352,000		1,352,000							1,352,000	-	1,352,000
20	DISC/Diridon Business Case	1,560,000		1,560,000			1,560,000		1,560,000			-	1,560,000
21	Rail Network and Operations Planning	1,248,000		1,248,000			1,248,000		1,248,000			-	1,248,000
22	DTX Funding <sup>3</sup>	250,000		250,000							250,000	-	250,000
26	DTX Support Project <sup>11</sup> Total Project Budget (Post-Amendment): \$9,349,113	5,018,239		5,018,239							5,018,239	-	5,018,239
27	SF Railyards Preliminary Business Case <sup>12</sup> Total Project Budget (Post-Amendment): \$4,676,623	274,174		274,174							274,174	-	274,174



FY2024 ADOPTED CAPITAL BUDGET

Attachment B  
Amendment 5  
March 2024

Item #	PROJECT NAME	FY2024 ADOPTED CAPITAL BUDGET	Amendment 5	FY2024 AMENDED CAPITAL BUDGET	Federal Funds	STA SOGR				Member Agency Funds	Others	Externally Funded / Stadler Cars	FY2024 ADOPTED CAPITAL BUDGET
							Santa Clara (Measure B)	San Francisco (SFCTA)	San Mateo (SMCTA)				
28	DTX Enabling Works <sup>13</sup> Total Project Budget (Post-Amendment): \$1,455,000	460,000	400,000	860,000							860,000		860,000
<b>Total</b>		<b>11,847,413</b>	<b>400,000</b>	<b>12,247,413</b>	<b>-</b>	<b>-</b>	<b>2,808,000</b>	<b>-</b>	<b>879,000</b>	<b>3,687,000</b>	<b>8,560,413</b>	<b>-</b>	<b>12,247,413</b>
<b>v. STADLER CARS</b>													
23	Stadler Cars	355,000,000		355,000,000	-	-	-	-	-	-	-	355,000,000	355,000,000
<b>Total</b>		<b>355,000,000</b>	<b>-</b>	<b>355,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>355,000,000</b>	<b>355,000,000</b>
<b>vi. EXTERNALLY-FUNDED GRADE SEPARATION PROJECTS</b>													
24	Mountain View Transit Center Grade Separation	107,000,000		107,000,000								107,000,000	107,000,000
25	San Mateo Grade Separation	158,000		158,000								158,000	158,000
<b>Total</b>		<b>107,158,000</b>	<b>-</b>	<b>107,158,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>107,158,000</b>	<b>107,158,000</b>
<b>Total</b>		<b>520,775,704</b>	<b>400,000</b>	<b>521,175,704</b>	<b>16,848,971</b>	<b>1,595,267</b>	<b>5,000,000</b>	<b>5,000,000</b>	<b>5,000,000</b>	<b>15,000,000</b>	<b>25,573,466</b>	<b>462,158,000</b>	<b>521,175,704</b>

<sup>1</sup> \$76,760 is funded by AB664 Net Bridge Toll Revenue, \$665,215 is funded by Altamont Corridor Express (ACE), and \$1,400,000 is funded by Union Pacific Railroad (UPRR)

<sup>2</sup> The additional project budget of \$1,171,066 and the change in cost sharing commitment from the cities of Palo Alto and Menlo Park of \$1,861,909 are funded by: SMCTA from San Francisco Acoustic Monitoring System Project \$2,028,704; Project Savings from existing/closed projects \$683,121; and Capital Contingency Funds \$321,150. The City of Palo Alto/Menlo Park and SMCTA will continue to fund the project as follows: \$1,671,424 and \$461,316, respectively.

<sup>3</sup> Funding plan for the San Francisco Bridge Acoustic Monitoring System and DTX Funding projects have yet to be finalized

<sup>4</sup> \$423,240 is funded by AB664 Net Bridge Toll Revenue; \$720,030 is funded by San Francisco Prop K

<sup>5</sup> \$800,000 is funded by competitive federal funds offset by \$156,000 Measure RR due to fund switch from FY22 Measure RR to SMCTA coming from the San Francisco Railyards TOD project

<sup>6</sup> \$460,000 is funded by competitive federal funds

<sup>7</sup> \$447,198 is funded by San Francisco Prop K

<sup>8</sup> \$3,773,000 is funded by Local Partnership Program (LPP)

<sup>9</sup> \$650,000 is funded by competitive federal funds; \$156,000 is funded Measure RR due to fund switch from SMCTA to FY22 Measure RR coming from the ROW Fencing project

<sup>10</sup> \$1,352,000 is funded by California State Transportation Agency (CalSTA)

<sup>11</sup> \$5,018,239 is funded by Transbay Joint Powers Authority (TJPA) through an Interim Agreement between JPB and TJPA

<sup>12</sup> \$274,174 is funded by Prologis through an Amended Memorandum of Understanding (MOU) between JPB and Prologis

<sup>13</sup> \$860,000 is funded by Transbay Joint Powers Authority (TJPA) through an Amended Memorandum of Agreement between JPB and TJPA

<sup>14</sup> \$1,494,809 is funded by State Rail Assistance (SRA) Program; \$125,468 is funded by project savings

<sup>15</sup> \$2,300,000 is funded by San Mateo County Transportation Authority (SMCTA) and \$200,000 is funded by the City of Burlingame

<sup>16</sup> \$750,000 is funded by Section 130 Program funds

**Resolution No. 2024-**

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

\* \* \*

**Approving Amendment #2 to the Memorandum of Agreement  
with Transbay Joint Powers Authority for 4<sup>th</sup> and King Yard  
Preparation in Support of the Downtown Rail Extension**

**Whereas**, the San Francisco Downtown Rail Extension (“DTX” or “The Portal”) will connect the Peninsula Corridor Joint Powers Board’s (Caltrain) regional rail system and the future California High-Speed Rail Authority’s statewide system to the Salesforce Transit Center in downtown San Francisco; and

**Whereas**, the Transbay Joint Powers Authority (TJPA) is seeking funding for DTX through the Federal Transit Administration (FTA) Capital Investment Grants (CIG) Program New Starts program; and

**Whereas**, as required by the CIG program, TJPA and Caltrain are developing a Master Cooperative Agreement (MCA) that outlines each agency’s responsibility to deliver DTX; and

**Whereas**, the DTX project has identified the need for substantial work to occur in Caltrain’s right-of-way at the 4th and King railyard prior to and during the project’s main civil construction; and

**Whereas**, the above-grade Caltrain mainline must be connected to the new tunnel serving a new, underground 4<sup>th</sup> and Townsend station and the remainder of the DTX. This work is referred to as “4th and King Yard Preparation” (4KY), and includes track realignment, utility relocation, building relocation, and other site work at the railyard; and

**Whereas**, on December 7, 2023, the Caltrain Board of Directors (Board) authorized Caltrain to serve as the responsible agency for delivery of the 4KY Track and Systems Package (Package B) using the Construction Manager General Contractor (CMGC) delivery method. As discussed at the meeting, Caltrain will not enter into a CMGC contract until it has negotiated a 4KY Agreement with the TJPA and the Caltrain Board has approved the Agreement; and

**Whereas**, Caltrain entered into a Memorandum of Agreement (MOA) with TJPA dated March 2, 2023, which authorizes reimbursement from TJPA to Caltrain for oversight of the design of 4KY; and

**Whereas**, in March 2023, the Board approved the MOA for an initial not-to-exceed amount of \$595,000 and a term expiring no later than March 31, 2024. The Board subsequently approved Amendment 1 to the MOA, executed on October 1, 2023, which added \$460,000 to the budget; and

**Whereas**, the proposed MOA Amendment 2 will add \$400,000 to the MOA and extend the term to September 30, 2024, to support additional review and design of 4KY work for the DTX project. The Amendment includes an option to extend for an additional three months; and

**Whereas**, the execution of the second amendment of the MOA will provide additional funding of \$400,000 in reimbursable expenses that will increase the total project budget from \$1,055,000 to \$1,455,000 increasing the Caltrain Fiscal Year (FY) 2024 Capital Budget from \$520,775,704 to \$521,175,704; and

**Whereas**, staff are developing a 4KY Agreement focused on the 4th and King Yard Preparation and will present to both the TJPA Board of Directors and Caltrain Board for their consideration, as described in the Interim Agreement approved by both boards in August 2023. It is anticipated that the 4KY Agreement will supersede the MOA; and

**Whereas**, staff recommends that the Board authorize the Executive Director or designee to execute a second amendment to the MOA for an additional \$400,000 of reimbursable Caltrain expenses and extend the term an additional six months from March 31, 2024, to September 30, 2024; and

**Whereas**, staff also recommends that the Board amend the project budget from \$1,055,000 to \$1,455,000, to include additional \$400,000 reimbursable expenses from the MOA, and amend the FY2024 Capital Budget to increase it from \$520,775,704 to \$521,175,704.

**Now, Therefore, Be It Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes the Executive Director or designee to execute a second amendment to the Memorandum of Agreement with the Transbay Joint Powers Authority dated March 2, 2023, for an additional \$400,000 of reimbursable Caltrain expenses and extending the term an additional six months from March 31, 2024, to September 30, 2024 in a form approved by legal counsel; and

**Be It Further Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby amends the San Francisco Downtown Extension 4<sup>th</sup> and King Yard Preparation project budget from \$1,055,000 to \$1,455,000, to include additional \$400,000 reimbursable expenses from the MOA, and amends the FY2024 Capital Budget to increase it from \$520,775,704 to \$521,175,704.

Regularly passed and adopted this 7<sup>th</sup> day of March, 2024 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

---

JPB Secretary  
(00506094-2)



**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Advocacy and Major Projects Committee  
Through: Michelle Bouchard, Executive Director  
From: Casey Fromson, Chief of Staff  
Subject: **State and Federal Legislative Update**

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

**Discussion**

The update will discuss the federal budget process, relevant state legislation, and status of the Bay Area regional transportation measure.

**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 February 2024

### *Congressional Update*

#### Bipartisan Budget Deal Reached, Continuing Resolution Passed

- House and Senate negotiators agreed on topline spending limits for fiscal year (FY) 2024 bills and an agreement on spending totals for each of the twelve bills, paving the way for final appropriations bills. The topline agreement sets defense spending at \$886.3 billion and nondefense at \$772.7 billion, a slight increase from last year.
- With an agreement, members will still need to negotiate over specific program funding and other policy riders. Republicans will likely seek conservative riders in the House, while Democrats will oppose them. In addition, it is unclear whether conservative House Republicans will refuse to move forward with the spending bills and potentially revolt against Speaker Mike Johnson, just as they did with former Speaker Kevin McCarthy.
- During the week of January 15, Congress passed an additional temporary stopgap measure to keep the government open through March. The bill extends the shutdown deadline until March 1 for the Agriculture, Energy and Water, MilCon-VA and Transportation-HUD spending bills. Funding for the remaining federal agencies expires on March 8.

#### House T&I Committee Holds Hearing on the State of Transportation

- On January 17, the House Committee on Transportation and Infrastructure (T&I) held a full committee [hearing](#) entitled: “The State of Transportation.” The purpose of this hearing was to examine the state of the nation’s transportation network/infrastructure, as well as its capabilities to move goods through supply chains effectively.
- Overall, the hearing focused largely on goods movement given the recent developments in the Red Sea. However, some Democratic members raised some transit issues during the hearing.
- Ranking Member of the T&I Committee Rick Larsen (D-WA) highlighted the billions provided to the transportation sector by the Infrastructure Investment and Jobs Act (IIJA). Overall, Democrats on the committee stressed the importance of transit in the Biden Administration’s efforts to lower greenhouse gas emissions. Additionally, they reiterated their belief that the federal government should do more in its power to make transit more affordable for Americans.

## *Administration Update*

### DOT Announces \$4.9 Billion in Awards for Large-Scale Infrastructure Projects

- On January 25, the Department of Transportation (DOT) [announced](#) over \$4.9 billion in awards through two major competitive grant programs: the National Infrastructure Project Assistance (Mega) grant program and the Infrastructure for Rebuilding America (INFRA) grant program.
- The purpose of the Mega program is to fund large, complex infrastructure projects that are difficult to fund under traditional grant programs, whereas the INFRA program aims to fund large-scale infrastructure projects that improve the safety and reliability of people and freight in and across rural and urban areas.

### DOT Releases 2021-2023 Progress Report

- On Wednesday, 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. Highlights include:
  - DOT has funded repairs to 7,800 bridges and for improving 135,000 miles of roads
  - DOT has published the National Roadway Safety Strategy that has improved roadway safety planning for over 70% of the population; and DOT has funded safety improvements for 4,515 intersections.
  - DOT has funded over 2,900 zero-emission and low-emission buses
- DOT has previously issued its [2022-2026 Strategic Plan](#), which highlights the agency's goals/objectives to deliver safer, cleaner, and more modern transportation infrastructure.

### FTA Releases Joint Development Circular

- FTA released a [joint development circular](#) providing recipients of FTA assistance with guidance on using the assistance for real property or joint development. The circular does not directly respond to a particular grant program but intends to serve as a guidance document for agencies. Additionally, the circular includes a change to fee collection for zero-emission vehicle charging equipment.

## *Round-Up of Open Grant Opportunities*

### FTA All Stations Accessibility Program

- [FTA All Stations Accessibility Program](#): The FTA's All Stations Accessibility Program (ASAP) supports upgrades to subway, commuter rail, and light rail systems in order to meet the Americans with Disabilities Act (ADA) standards. Caltrain submitted an application for the 22nd Street Station ADA Improvement Project in San Francisco. Funding decisions are expected in April.

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- [RAISE](#). \$1.5 billion available. All applications due by February 28, 2024.
- [Fiscal Year \(FY\) 2023 through FY 2026 Bridge Investment Program](#). \$9.7 billion available. All applications due March 19, 2024.
- [Buses and Bus Facilities Program](#). \$390 million available. All applications due April 25, 2024
- [Low- or No-Emission Program](#). \$1.1 billion available. All applications due April 25, 2024.

## Caltrain Bill Matrix as of 2/9/2024

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 6</a> <a href="#">Friedman</a> D</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</a> D</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 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, pending referral to policy 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 Senate Rules Committee, pending referral to the policy 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 authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency (emergency provisions) and, until January 1, 2026, in certain circumstances related to the particular member if at least a quorum of its members participates from a singular physical location that is open to the public and situated within the agency’s jurisdiction and other requirements are met (nonemergency provisions). Existing law imposes different requirements for notice, agenda, and public participation, as prescribed, when a legislative body is using alternate teleconferencing provisions. The nonemergency provisions impose restrictions on remote participation by a member of the legislative body and require the legislative body to specific means by which the public may remotely hear and visually observe the meeting. This bill, until January 1, 2026, would authorize a subsidiary body, as defined, to use similar alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. 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 related provisions and other existing laws.</p>	<p>Support</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 914</a> <a href="#">Friedman</a> D</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 1516</a> <a href="#">Kalra</a> D</p> <p>Labor and Workforce Development Agency: working group: minimum wage.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law establishes the Department of Industrial Relations within the Labor and Workforce Development Agency to, among other things, foster, promote, and develop the welfare of the wage earners of California, to improve their working conditions, and to advance their opportunities for profitable employment. Existing law establishes the Division of Labor Standards Enforcement under the direction of the Labor Commissioner within the Department of Industrial Relations, and requires the division to ascertain the wages paid to all employees in this state, to ascertain the hours and conditions of labor and employment in the various occupations, trades, and industries in which employees are employed in this state, and to investigate the health, safety, and welfare of those employees. This bill would require the Labor and Workforce Development Agency to convene a working group to study and evaluate topics related to the minimum wage in California. The bill would require the working group to submit to the Legislature, on or before July 1, 2025, a report that outlines recommendations for raising the minimum wage for all workers in California.</p>	<p>Watch</p>



Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1837</a> <a href="#">Papan</a> D</p> <p>San Francisco Bay area: public transportation.</p>	<p>This bill may be heard in Committee on February 16<sup>th</sup>.</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 requires the commission to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction, as specified. This bill would state the intent of the Legislature to enact subsequent legislation to encourage coordination and collaboration among transit agencies in the San Francisco Bay area.</p>	<p>Watch</p>
<p><a href="#">AB 1870</a> <a href="#">Ortega</a> D</p> <p>Notice to employees: legal services.</p>	<p>This bill is in the Assembly Committee on Insurance.</p>	<p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of employment. Employers who are subject to the workers' compensation system are generally required to keep posted in a conspicuous location frequented by employees and easily read by employees during the hours of the workday a notice that includes, among other information, to whom injuries should be reported, the rights of an employee to select and change a treating physician, and certain employee protections against discrimination. Existing law requires the administrative director to make the form and content of this notice available to self-insured employers and insurers. This bill would require the notice to include information concerning an injured employee ability to consult licensed attorney to advise them of their rights under workers' compensations laws, as specified. The bill would also make technical, nonsubstantive changes to these provisions.</p>	<p>Watch</p>
<p><a href="#">AB 1879</a> <a href="#">Gipson</a> D</p> <p>Electronic signatures.</p>	<p>This bill may be heard in Committee February 22<sup>nd</sup>.</p>	<p>Existing law authorizes, in any written communication with a public entity, the use of a digital signature, which is defined, in part, as a type of electronic signature, as defined. Under existing law, a digital signature has the same force and effect as the use of a manual signature if it complies with specified requirements and the public entity elects to use a digital signature. Existing law requires, at the option of the parties, the use or acceptance of a digital signature. This bill would require, at the option of the parties, the use or acceptance of an electronic signature, unless otherwise provided. Under the bill, a digital signature would also have the same force and effect as the use of a manual signature if it complies with the above-referenced requirements and the public entity's use of a digital signature is mandated. The bill would also make nonsubstantive changes to these provisions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1890</a> <a href="#">Patterson, Joe</a> R</p> <p>Public works: prevailing wage.</p>	<p>This bill is in the Assembly Committee on Labor &amp; Employment.</p>	<p>Existing law defines the term “public works” for the purposes of requirements regarding the payment of prevailing wages, the regulation of working hours, and the securing of workers’ compensation for public works projects. Existing law requires an entity awarding a public works contract, as specified, to provide notice to the Department of Industrial Relations. Existing law requires civil penalties to be imposed on an entity that fails to provide that required notice and authorizes the Labor Commissioner to issue a citation for civil penalties to an entity that fails to provide the required notice. This bill would additionally require the awarding body to provide notice to the department if there is a change in the identity of a contractor or subcontractor performing the project or, within 30 days, if the total amount of the contract change exceeds \$10,000. By creating new notification requirements for public agencies, 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="#">AB 1904</a> <a href="#">Ward</a> D</p> <p>Transit buses: yield right-of-way sign.</p>	<p>This bill is in the Assembly Committee on Transportation.</p>	<p>Existing law authorizes a transit bus in the Santa Cruz Metropolitan Transit District and the Santa Clara Valley Transportation Authority to be equipped with a yield right-of-way sign on the left rear of the bus if the applicable entity approves a resolution requesting that this section be made applicable to it. Existing law requires the sign to be designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers. This bill would expand the authorization to equip transit buses, as described above, to apply to any transit agency if the transit agency approves a resolution that this authorization be made applicable to it. The bill would also authorize the yield right-of-way sign to be a static decal and would only impose the above-described design and illumination requirements on a sign that is a flashing light-emitting diode (LED) sign.</p>	<p>Watch</p>
<p><a href="#">AB 1958</a> <a href="#">Berman</a> D</p> <p>Santa Clara Valley Transportation Authority: board of directors.</p>	<p>This bill may be heard in committee February 29<sup>th</sup>.</p>	<p>Existing law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Existing law vests the government of the VTA in a 12-member board of directors, appointed by the County of Santa Clara and the cities within the county, as specified. Existing law requires, to the extent possible, the county and cities to appoint individuals to the board of directors who have expertise, experience, or knowledge relative to transportation issues. This bill would require, to the extent possible, the county and cities to appoint individuals to the board of directors who have expertise, experience, or knowledge relative to transportation or project management issues.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2090</a> <a href="#">Irwin D</a></p> <p>Office of Farm to Fork: food deserts: transportation.</p>	<p>This bill may be heard in committee March 7<sup>th</sup>.</p>	<p>Existing law creates the Office of Farm to Fork within the Department of Food and Agriculture, and requires the office, to the extent that resources are available, to work with various entities, as prescribed, to increase the number of agricultural products available to underserved communities and schools in the state. Existing law requires the office, among other things, to identify distribution barriers that affect limited food access and work to overcome those barriers through various actions and to coordinate with school districts and representatives to, among other things, increase the nutritional profile of foods provided in schools. This bill would also require the office to work with transportation agencies and to prioritize the department’s efforts in food deserts, as defined, throughout the state, especially counties that are most impacted by food insecurity, as defined. The bill would require the office to identify distribution barriers that affect limited food access and work to overcome those barriers by facilitating partnerships between statewide, regional, and local transportation agencies to address inadequate public transportation lines in urban and rural communities, with the aim of connecting all communities to adequate and nutritional food access, as provided. The bill would require the office to coordinate with school districts and representatives to assess access to school breakfast and lunch programs during scheduled academic calendar breaks and school closures.</p>	<p>Watch</p>
<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</a> D</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</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
		meeting. The bill would repeal these alternative teleconferencing provisions on January 1, 2026. This bill contains other related provisions and other existing laws.	
<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 elections 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>May be acted upon on or after February 11<sup>th</sup>.</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>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 926</a> <a href="#">Wahab</a> D</p> <p>San Francisco Bay area: public transportation.</p>	<p>This bill is in the Senate Rules Committee.</p> <p>May be acted upon on or after February 12<sup>th</sup>.</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. This bill contains other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 955</a> <a href="#">Seyarto</a> R</p> <p>Office of Planning and Research: Infrastructure Gap-Fund Program.</p>	<p>This bill is in the Senate Rules Committee.</p> <p>May be acted upon on or after February 22<sup>nd</sup>.</p>	<p>Existing law establishes the Office of Planning and Research in the Governor’s office for the purpose of serving the Governor and the Governor’s cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. Existing law authorizes a local agency to finance infrastructure projects through various means, including by establishing an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community. This bill would require the office, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to assist local agencies in developing and constructing infrastructure projects. The bill would require the office to develop guidelines and criteria to implement the program.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1011</a> <a href="#">Jones R</a></p> <p>Encampments: penalties.</p>	<p>This bill is in the Senate Rules Committee.</p> <p>May be acted upon on or after March 7<sup>th</sup>.</p>	<p>Under existing law, a person who lodges in a public or private place without permission is guilty of disorderly conduct, a misdemeanor. Existing law also provides that a person who willfully and maliciously obstructs the free movement of any person on any street, sidewalk, or other public place is guilty of a misdemeanor. Under existing law, a nuisance is anything that is injurious to health or indecent or offensive to the senses, or an obstruction to the free use of property, so as to interfere with the comfortable enjoyment of life or property. Existing law also provides that a nuisance is anything that obstructs the free passage or use of any public park, square, street, or highway, among other things. Under existing law, a public nuisance is a nuisance that affects the entire community, neighborhood, or a considerable number of persons. Existing law provides various remedies against a public nuisance, including abatement by any public body or officer authorized by law. This bill would prohibit a person from sitting, lying, sleeping, or storing, using, maintaining, or placing personal property upon a street or sidewalk if a homeless shelter, as defined, is available to the person. The bill would also prohibit sitting, lying, sleeping, or storing, using, maintaining, or placing personal property within 500 feet of a public or private school, open space, or major transit stop, as specified. The bill would specify that a violation of this prohibition is a public nuisance that can be abated and prevented, as specified. The bill would also provide that a violation of the prohibition may be charged as a misdemeanor or an infraction, at the discretion of the prosecutor. The bill would prohibit a person from being found in violation of the bill's provisions unless provided notice, at least 72 hours before commencement of any enforcement action, as specified. By imposing criminal penalties for a violation of these provisions, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>



February 9, 2023

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 and March 2024**

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***General Update***

January 31 marked the two-year bill deadline for the Legislature, meaning bills introduced in the first year of the two-year session had to move from the first house to the second house by the deadline. For new bills for consideration in 2024, legislators have until February 16 to introduce them. Policy committees, as well as budget subcommittees, should pick up steam in mid-March. For more information about key legislative and budget deadlines, see the adopted 2024 Legislative Calendar available [here](#).

***New Leader in State Senate***

On February 5, 2024, a new leader in the California State Senate was sworn in. Senate President pro Tempore Mike McGuire (D-Healdsburg) took the gavel from current Senate President pro Tempore Toni Atkins (D-San Diego) during the day's floor session. Shortly after taking over as pro Tem, Senator McGuire announced his leadership team and committee chairs. We note several relevant appointments below:

- Senate Majority Leader - Senator Lena A. Gonzalez (D-Long Beach)
- Senate Transportation Committee Chair - Senator Dave Cortese (D-San Jose)
- Senate Appropriations Committee Chair - Senator Anna M. Caballero (D-Merced)
- Senate Budget and Fiscal Review Committee Chair - Senator Scott D. Wiener (D-San Francisco)
- Senate Budget Subcommittee #2 on Resources, Environmental Protection and Energy Chair Senator Josh Becker (D-Menlo Park)
- Senate Budget Subcommittee #5 on Corrections, Public Safety, Judiciary, Labor and Transportation Chair Senator Aisha Wahab (D-Hayward)
- Senate Local Government Committee (New Committee) Chair - Senator María Elena Durazo (D-Los Angeles)

The full list of leadership appointments, committee chairs, and committee rosters is available [here](#).

***Metropolitan Transportation Commission Approves Pursuit of Regional Transportation Measure, Identifies Framework for Investment***

On January 24, the Metropolitan Transportation Commission (MTC) voted to pursue state legislation to enable Bay Area voters to consider a new regional transportation measure as early as November 2026.



With this action, MTC also approved a framework for the enabling legislation, which outlines funding categories and potential revenue options, and which aims to generate \$1 billion annually. Funding categories included in this framework include: transit transformation, focused on sustaining and expanding transit service and supporting the transition to zero-emission technologies; safe streets, focused on bike and pedestrian infrastructure, safe routes to transit, and fixing potholes; connectivity, focused on relieving bottlenecks in the transportation network; and climate resilience, focused on funding planning, design, and/or construction activities that protect transportation infrastructure from climate change.

***California Transportation Commission Elects New Leaders, Speaker Rivas Appoints New Commissioner***

At its January meeting, the California Transportation Commission elected Carl Guardino as its Chair and Darnell Grisby as its Vice Chair. Guardino was appointed by Governor Arnold Schwarzenegger to a four-year term on the Commission in 2007, reappointed twice by Governor Jerry Brown, and in 2019 and 2023, Governor Gavin Newsom appointed him to his fourth and fifth consecutive four-year terms. He has served as Commission Vice Chair since 2022. Grisby was appointed by Governor Gavin Newsom to a four-year term on the Commission in 2021.

On February 1, Assembly Speaker Robert Rivas (D-Salinas) appointed Robert Tiffany to a four-year term on the Commission. Tiffany is a former Supervisor for the County of San Benito and replaces Commissioner Joe Lyou, an appointee of former Assembly Speaker Anthony Rendon (D-Lakewood), whose term expired in 2024.

***Transit Transformation Task Force***

As we previously reported, on December 19, 2023, CalSTA convened the [Transit Transformation Task Force](#) for its kick-off meeting. The meeting, which was open to the public and industry stakeholders, featured member introductions, an update on Task Force structure and schedule, and public comment. The Task Force will next convene on February 29, 2024. The Task Force is charged with delivering a report of findings and recommendations to the Legislature by October 31, 2025. The Task Force is subject to the state's open meeting requirements for state bodies, known as Bagley-Keene, and as such, all agenda materials will be available on [CalSTA's website](#).

***Bills of Interest***

**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.

**SB 926 (Wahab) Bay Area Transit Consolidation**

This bill would require the California State Transportation Agency to develop a plan to consolidate all transit agencies that are located within the geographic jurisdiction of the Metropolitan Transportation Commission.

**SB 960 (Wiener) Complete Streets Projects on the State Highway System**

This bill would require all transportation projects funded or overseen by Caltrans to provide "comfortable, convenient, and connected complete streets facilities" unless exempt pursuant to the bill and would require the SHOPP asset management plan to prioritize the implementation of "comfortable, convenient, and connected facilities" for pedestrians, bicyclists, and transit users on all projects in the program. The bill would require the CTC to adopt 4-year and 10-year objective targets and performance

measures reflecting state transportation goals and objectives, including for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit facilities on the state highway system. The bill would require Caltrans and CTC to use the updated asset management plan and to guide the selection of transit priority projects for the SHOPP.

This bill would define “transit priority project” as a roadway design, operations, and enforcement action, treatment, or project that helps transit buses and other transit vehicles avoid traffic congestion, reduce signal delays, and move more predictably and reliably. The bill would require Caltrans to adopt a policy on transit priority projects for state and local highways and require Caltrans to take certain actions to streamline the approval of transit priority projects. The bill would require Caltrans to establish 4-year and 10-year targets for the fast and reliable movement of transit vehicles on state highways. Finally, this bill would require the Caltrans to establish a process to streamline the approval of pedestrian facilities, traffic calming improvements, bicycle facilities, and transit priority projects at locations where a local highway is above, below, or otherwise intersects with, a conventional state highway.

**AB 1837 (Papan) Bay Area Transit Coordination**

This bill, which is a spot bill, would state the intent of the Legislature to enact subsequent legislation to encourage coordination and collaboration among transit agencies in the San Francisco Bay area.

**Peninsula Corridor Joint Powers Board  
Staff Report**

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

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”).

**Discussion**

On November 29<sup>th</sup>, 2023, the Committee received an update on the status of the SF Railyards Preliminary Business Case (PBC). Below is a summary of key information provided in the update:

- Prologis has presented an opportunity to bring housing, jobs, activation, and an improved passenger experience to the 4th & King Site through a robust Transit-Oriented Development (TOD). In 2021, Caltrain partnered with Prologis to initiate the PBC to evaluate the feasibility and measure the performance of options that could facilitate rail operations while enabling development.
- The PBC analysis began with understanding Caltrain’s core operating needs, which were used to create future operating scenarios that meet those needs and provide potential development area for Prologis.
- The PBC team has undertaken extensive technical work to evaluate options and test new configurations to carry Caltrain's service into the future, while looking for ways to facilitate development. Staff has also focused on how the scenarios being considered interface with other projects planned at the site (DTX, PAX, High Speed Rail). Staff will discuss several key points of understanding that have emerged from this analysis.

The PBC team has developed several alternative yard configurations (Alternatives), each of which conceptualizes a combination of rail facility improvements and mixed-use development. The PBC process will not define a preferred Alternative—the Alternatives are designed recognizing that the progress of The Portal (or DTX, the Downtown Extension) project is paramount and wholly impacts the design of the Railyards. The Alternatives explore all possible futures regarding the schedule of The Portal project and contemplate how phased development can occur in any scenario. Each Alternative includes modernized Caltrain facilities

and the ability to deliver the Board’s Adopted Service Vision, while providing development opportunities at the site. PBC staff are coordinating closely with The Portal team to develop recommendations that minimize and consolidate disruption on the site and ensure that infrastructure expenditures at 4<sup>th</sup> & King are targeted to best benefit Caltrain’s long-term needs.

The team is advancing additional technical work intended to measure each Alternative against a set of performance criteria, and to compare the relative benefits and tradeoffs of each Alternative. This analysis will support an informed assessment of whether the benefits of development, improved passenger experience, renewed rail infrastructure, and streamlined operation are sufficient to justify the cost and changes to Caltrain’s operations.

In this briefing, the staff will review the Alternatives to show how commercial development and modernized rail operations could coexist on the site and discuss what we have learned from this process so far. Understanding the structure of the alternatives is also a prelude to the Committee’s April meeting, where the staff will share the comparison of Alternatives, and how they perform against our goals and objectives for the site.

In May and June, we anticipate additional briefings with AMP to conclude the business case process and consider how we advance a continued Caltrain/Prologis partnership beyond the PBC.

**Budget Impact**

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

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**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Advocacy and Major Projects Committee  
Through: Michelle Bouchard, Executive Director  
From: Marian Lee, Diridon Station Project Director  
Subject: **Receive an Update on Diridon Station Business Case**

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 (“Caltrain”). The purpose of this informational report and accompanying presentation is to share progress on the Diridon Station Business Case since the previous update at the December 20, 2023, AMP meeting.

The report focuses on key station components that are critical to station design and explains how they fit into early station design concepts, with the intention of providing insight into the complexity, challenges, and tradeoffs of designing a station. The December AMP update focused on the historic station building as a key station component. This report provides an update on the remaining station components:

- Retail and commercial corridors
- Connection to Bay Area Rapid Transit (BART) Silicon Valley (BSV)
- VTA Light Rail Transit (LRT)
- Airport Connector
- Bus layover and pick-up/drop-off
- PG&E substation
- Caltrain’s maintenance facility

This report also includes an update on the governance work to set up an integrated project team to advance the planning and environmental phase and to prepare the project for delivery.

Staff shared this information with the Diridon Joint Policy Advisory Board (JPAB), which is staffed by the Santa Clara Valley Transportation Authority (VTA), on February 14, 2024. The JPAB provides policy guidance on Diridon Station area matters.

**Discussion**

*Background*

Caltrain, VTA, the City of San José, Metropolitan Transportation Commission (MTC), and the California High-Speed Rail Authority (CHSRA) (Partner Agencies) are working together on the

Diridon Station Business Case to plan for the transformation of San Jose’s downtown transit hub. Diridon Station is integral to California’s transportation network. It currently serves Caltrain, Capitol Corridor, Altamont Corridor Express (ACE), and Amtrak passenger rail, as well as VTA LRT and bus services. Diridon Station must also accommodate planned and expanded services in the region, including new California High-Speed Rail (CAHSR) and BART service, as well as expanded service for Caltrain, Capitol Corridor, and ACE. To effectively accommodate planned activity and future service needs, the station must be reconfigured, expanded, and upgraded to provide adequate capacity, functionality, and interconnectivity for passengers.

In 2020, the Diridon Integrated Station Concept (DISC) process produced the original Concept Layout, which is a spatial vision for future Diridon station redevelopment. Building on this concept, the Partner Agencies are developing more detailed station design alternatives through a Business Case process to better understand costs, benefits, risks, and potential implementation strategies. The Business Case seeks to develop alternatives to the original Concept Layout that provide much of the benefit with reduced impact and costs.

The first phase of the Business Case, which is targeted for completion by summer 2024, will identify two station design alternatives to discuss with the community at-large. In the next phase of work, the Partner Agencies will work with the community, further advance technical work, identify a preferred alternative, obtain environmental clearance, and develop a funding strategy for project delivery.

#### *Station Design Alternatives*

The alternatives development process is anchored to providing transit infrastructure needed to support future planned service levels at Diridon Station and to optimize the passenger experience. Three station design alternatives are currently being developed and technically evaluated:

- Elevated Station (Improved Concept Layout)
- At-Grade Station
- Stacked Station (Bi-Level)

The station design alternatives are currently at a conceptual level because the transit infrastructure analysis is not yet complete. However, these concepts provide context to how the individual station components, described below, can fit together.

#### *Station Components*

The project team has evaluated the following station components: retail and commercial corridors, a connection to Bay Area Rapid Transit (BART) Silicon Valley (BSV), VTA Light Rail Transit (LRT), Airport Connector, bus layover, pick-up/drop-off, the adjacent PG&E substation and Caltrain’s maintenance facility. Key findings are summarized below:

- Retail and Commercial Corridor: All station alternatives will provide well-placed commercial corridors with retail, restaurants, programmed space, and opportunities for both passengers and the public to gather.
- BSV Connection: VTA's BSV Project will extend BART service six miles from the Berryessa Transit Center into downtown San José, ending in the City of Santa Clara. It will include a

station in the Diridon area, located on the east side of the Caltrain tracks and directly south of Santa Clara Street. The Business Case team is coordinating with VTA BSV to ensure all station alternatives regardless of profile or elevation can forge a direct connection to BART, which is of utmost importance considering forecasted intermodal transfers. Pedestrian modeling will help identify time-saving benefits and costs of such a connection.

- LRT Station Location and Alignment: The LRT line traverses Diridon Station through a tunnel, with at-grade platforms on the west side of the station. All station alternatives will require some modification to LRT potentially including modifications to the tunnel, alignment, grade, and the station location to accommodate heavy rail infrastructure and improve intermodal connections.
- Airport Connector Location and Alignment: The City of San Jose is pursuing a personal rapid transit system through a public private partnership to provide a connection between Diridon Station and the Mineta San José International Airport. The Diridon Business Case station alternatives are considering two potential locations for the Airport Connector's connection to Diridon station: one on Cahill Street that is assumed to be stub-end and one on White Street that could enable a future extension.
- Bus Service and Pickup/Drop-off Location: Currently, the bus layover facility and pick up/drop off are located on the east side of the station. The station alternatives will prioritize keeping bus service on Santa Clara Street through a relocation of the layover facility to Santa Clara Street and Stockton Avenue. The designated pick up and drop off location will be adjacent to the bus layover facility, and both will provide a direct pedestrian connection to the station concourse and platforms.
- PG&E Substation: A PG&E substation is located adjacent to Diridon Station and restricts expansion of the rail infrastructure. The Business Case team is confirming the extent that some alternatives may encroach into the PG&E substation site and whether the facility could be rebuilt as a more compact substation on the same site. Further coordination with the City of San Jose and PG&E is necessary.
- Caltrain Maintenance Facility (CEMOF): The original Concept Layout suggested relocating CEMOF because the elevated tracks were not able to come back down to grade to connect to the facility. A UPRR grade variance could help with keeping CEMOF in place for elevated alternatives but is a significant project risk in terms of negotiating timeframes and costs. Thus, the Business Case team is investigating design solutions that avoid relocation and a UPRR design variance. Separating a CEMOF relocation or upgrade from the Diridon redevelopment project would help control cost.

Over the next few months, the project team will complete the transit infrastructure analysis and track/platform design, integrate the station components, and produce three optimized station design alternatives (elevated, at-grade, stacked). The alternatives will be presented at the May AMP meeting.

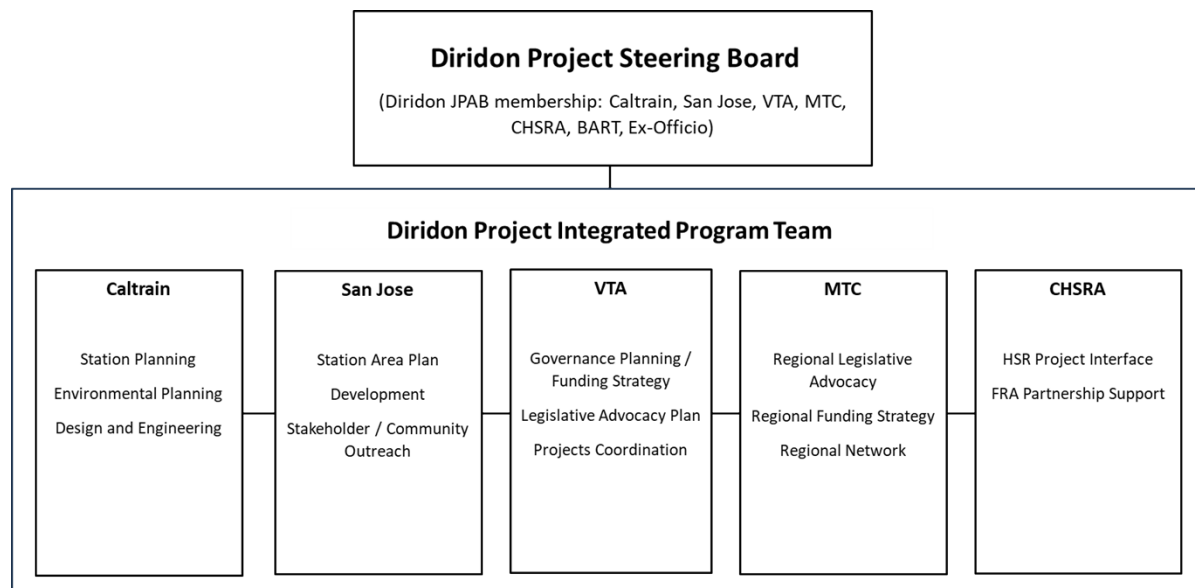
#### *Governance Update*

The project team has a clear goal of advancing the Diridon project from concept to delivery. To do this, it is critical that the organization of the project team is structured for success. There is consensus among the Partner Agencies to focus on two concurrent organizational efforts. The

first is to set up an Interim Integrated Program Team for the planning and environmental review phase of the project that includes clarity on the roles and responsibilities for the Partner Agencies. The second is to identify a long-term governance structure that will ensure project funding and delivery. This report is focused on the Interim Integrated Program Team proposal. Long-term governance options will be discussed at the May 2024 AMP meeting.

Although the Project Partners are currently working together closely, the project team organization needs to be restructured for the next phase to better define the agencies' roles and responsibilities. A restructuring will enable better decision-making and accountability and will support the project's advancement to funding and delivery. Unstructured partnerships are difficult to sustain and will slow progress.

The recommended Interim Integrated Program Team is below.



The intent of this structure is to clearly define the roles and responsibilities of the Partner Agencies. Caltrain, as the rail station and right-of-way owner, will lead the station and environmental planning for the project. The City of San Jose, as the local agency with land-use authority, will lead implementation of the station area plan, land use development decisions, and community partner and at-large outreach. VTA will lead the long-term governance and funding plan strategy, legislative advocacy plan, and project coordination in the station area, which aligns with VTA's role as the transportation authority for the County of Santa Clara. MTC, as the regional Metropolitan Planning Organization, will lead regional legislative advocacy and funding, and regional network coordination. Lastly, CHSRA will lead the high-speed rail project interface and support advancing the project through the Federal Railroad Administration partnership program.

The proposed Integrated Program Team is composed of staff/consultants from the Partner Agencies and will report to a strengthened Diridon JPAB, which is referenced as the Diridon Station Steering Board in the organization chart above. The JPAB currently functions as a policy advisory board (established by VTA) that meets quarterly to discuss transportation matters in



the Diridon Station area. It is recommended that the JPAB be redefined to steer the Diridon Station Project. The JPAB composition and scope of responsibility should allow more oversight capability to guide the Integrated Program Team and inform Partner Agency boards.

Next steps include developing a specific proposal regarding the Steering Board, preparing a Memorandum of Understanding (MOU) with clarity on the Integrated Program Team organization structure, as well as protocols for design review. The project team will develop a scope of work, budget, funding plan, staffing plan and identify a San Jose office for co-location of the Integrated Program Team for the next phase of work focused on community outreach and environmental planning. This information will be presented to AMP Committee in the summer.

**Budget Impact**

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

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