



BOARD OF DIRECTORS 2017

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JIM HARTNETT  
GENERAL MANAGER/CEO

SamTrans Citizens Advisory Committee (CAC)  
1250 San Carlos Avenue, San Carlos, CA 94070, Bacciocco Auditorium, 2nd Floor

## AGENDA

**November 29, 2017 - Wednesday**

**6:30 PM**

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Public Comment
4. Approval of Meeting Minutes for September 27, 2017
5. Approval of Meeting Minutes for October 25, 2017
6. Approval of 2018 CAC Meeting Calendar
7. Presentation – Legislative Program
8. Report of the Chair – Sonny Koya
  - a. Appointment of Nominating Committee for 2018 Chair and Vice Chair
9. SamTrans Staff Update – Margo Ross
10. CAC Member Comments/Requests
11. Liaison Reports
  - a. SamTrans Board – Sonny Koya
  - b. SamTrans Accessibility Advisory Committee – David Nelson
12. Next Meeting: Wednesday, January 31, 2017 at 6:30 p.m., 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd floor, San Carlos, CA
13. Adjournment

**CAC MEMBERS:** J. Baker, A. Barnes, M. Buzbee, J. Galisatus, B. Gomez, A. Juarez, A. Jones, S. Koya, F. Liu, D. Nelson, G. Wilson

## INFORMATION TO THE PUBLIC

If you have questions on the agenda, please contact the Assistant District Secretary at 650.508.6279. Assisted listening devices are available upon request. Agendas are available on the SamTrans Website at [www.samtrans.com](http://www.samtrans.com).

### Date and Time of Boards and Advisory Committee Meetings

San Mateo County Transit District (SamTrans) Committees and Board: First Wednesday of the month, 2 PM. SamTrans Citizens Advisory Committee: Last Wednesday of the month, 6:30 PM. Date, time and location of meetings may be changed as needed.

### Location of Meeting

The San Mateo County Transit District Administrative Building is located at 1250 San Carlos Avenue, San Carlos, one block west of the San Carlos Caltrain Station on El Camino Real, accessible by SamTrans bus Routes ECR, 260, 295 and 398. [Map link](#) Additional transit information can be obtained by calling 1-800-660-4287 or 511.

### Public Comment

If you wish to address the Citizens Advisory Committee, please fill out a speaker's card located on the agenda table. If you have anything that you wish distributed to the Citizens Advisory Committee and included for the official record, please hand it to the Assistant District Secretary, who will distribute the information to the Committee members and staff.

Members of the public may address the Citizens Advisory Committee on non-agendized items under the Public Comment item on the agenda. Public testimony by each individual speaker shall be limited to three minutes and items raised that require a response will be deferred for staff reply.

### Accessibility for Individuals with Disabilities

Upon request, SamTrans will provide for 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 public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to Cindy Gumpal at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email to [cacsecretary@samtrans.com](mailto:cacsecretary@samtrans.com); or by phone at 650.508.6279, 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 are 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.

**SAN MATEO COUNTY TRANSIT DISTRICT (DISTRICT)  
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA**

Draft

**CITIZENS ADVISORY COMMITTEE (CAC)  
MINUTES OF MEETING – OCTOBER 25, 2017**

**COMMITTEE MEMBERS PRESENT:** A. Barnes, M. Buzbee, J. Galisatus, S. Koya, F. Liu, G. Wilson, J. Manalo (Chair)

**COMMITTEE MEMBERS ABSENT:** J. Baker, B. Gomez, A. Juarez, A. Jones, D. Nelson

**SAMTRANS STAFF PRESENT:** M. Beveridge, J. Castellanos, J. Epstein, M. Ross

Chair Juslyn Manalo called the meeting to order at 7:09 pm and led the Pledge of Allegiance.

**PUBLIC COMMENT**

Michelle Lewis, Daly City, said the North and South bus enclosures at Old County Road and Bayshore Boulevard in Brisbane are not lit and not safe and asked if bus shelters can be equipped with motion activated lights. She said it would help if the Park and Ride lot in Brisbane had visible parking spaces.

Ms. Lewis said passengers realize that sometimes buses can be late due to maintenance issues or traffic. It would help if a bus is noticeably late; bus operator to inform the riders of the cause and put everyone at ease.

Committee Member Sonny Koya said staff members were going to look into solar lighting for some of these bus shelters. In regards to the parking lot issues, he has been in contact with Mr. Lance, Brisbane City Council Member. It seems they are currently making some updates to the parking lot.

**APPROVAL OF THE MINUTES OF SEPTEMBER 27, 2017**

Ms. Michelle Buzbee said the minutes had a typographical error on page four, paragraph three stating, "Ms. Buzbee added it is a long and extensive process to make sure that **committees** are heard and it is important to know where we stand and what's going to be our commitment." The word committee is to be replaced with "**communities**".

Mr. Koya mentioned the names of two personnel had been misspelled and had already been corrected.

Motion/Second: Koya/Buzbee

Ayes: Barnes, Buzbee, Koya, Liu, Wilson, Manalo (Chair)

Abstain: Galisatus

Absent: Baker, Gomez, Juarez, Jones, Nelson

[MOTION DID NOT PASS]

**PRESENTATION: GET US MOVING SAN MATEO COUNTY**

Ms. Jessica Epstein, Government and Community Affairs Officer, presented the Get Us Moving San Mateo County, a large scale education effort organized around funding issues.

SamTrans is looking how they can best fund everything they need in order to move forward and meet the transit needs of the community.

Assembly Bill (AB) 1613 was carried by Assembly Member Kevin Mullen and will allow SamTrans to place a half-cent sales tax on the ballot and does not have a sunset. It is estimated to generate about \$80 million a year. It will also require two-thirds majority approval to pass.

Ms. Epstein said the SamTrans Board and the San Mateo County Board of Supervisors will vote on whether to place a ballot measure for the November 2018 election and will make the decision by next summer. She said SamTrans is going through a lengthy outreach process to develop a comprehensive understanding of the needs of the county.

The Technical Advisory Group and Stakeholder Advisory Group meet monthly and are identifying goals of transit and what they want to see.

SamTrans will conduct a Call for Projects which means the cities and SamTrans will be submitting projects, to then be ranked against those goals and the advisory groups will identify and list out the priorities.

There will be a large-scale public engagement such as TV, direct mail, social media, and website announcements. For those who do not have access to the web, feedback mailers will be distributed and SamTrans will be conducting public speaking events.

Ms. Epstein said SamTrans does not expect any tax measure to fund all of projects, but will be funded through a variety of sources. She said the goal is to gain investment from the community in thinking about transit funding and developing a good solid expenditure plan for when it is presented to the SamTrans Board and the San Mateo County Board of Supervisors.

Mr. Andrew Barnes asked for clarification on the bullet point "New local funding can be created." Ms. Epstein said it is in regards to what SamTrans can do more locally, to fund the remainder of the projects. She wanted to emphasize the Board still needs to make the decision to put the measure on the ballot and currently they are identifying a potential source of local funding.

Mr. Barnes asked what will happen with the \$80 million. What is the overall expenditure; will it get augmented either by state or national, municipal? Ms. Epstein said one of the things to be developed is the expenditure plan and there have not been any decisions yet.

Mr. Barnes said the Call-for-Projects is an exciting way to get all types of engagement and asked who is going to score. Ms. Epstein said the scoring itself will be led by the Chief Officer of Planning and Development for SamTrans. The exact makeup has not been determined. The scoring will be taken back to the Stakeholder and Technical Advisory groups for their input and will go through the community process.

Chair Manolo asked if there was a timeline available and a meeting schedule. Ms. Epstein said staff will return to the SamTrans CAC regularly to provide updates and are currently in the initial stages of creating a timeline. She expects to have something available online in November. At this point there is no plan on hosting public meetings, but will be presenting at City Councils and other organizations.

Mr. Galisatus asked why this measure needed to go to the State. Ms. Epstein said to give the SamTrans Board the authority to do it as they did not have this authority. She said she believes some cities in the county may have been in disagreement against the sales tax cap. This is why state legislation is needed.

Mr. Galisatus asked for an overview of other sales taxes or toll proposals and how they support transportation regionally. Ms. Epstein said Regional Measure 3 (RM3) will increase the tolls on all the state-run bridges by \$3 per vehicle. All Bay Area Counties will be voting on this and if successful, there will be funding to include the 101 Managed Lanes project and the Dumbarton Bridge Senate Bill (SB) 797 provides dedicated funding for Caltrain. Seven different boards would need to approve this ballot measure (Caltrain Board, SamTrans Board, Silicon Valley Transportation Authority, San Francisco Municipal Transportation Agency, San Francisco Board of Supervisors, San Mateo Board of Supervisors, and Santa Clara Board of Supervisors).

Mr. Galisatus asked what is the next best alternative for SamTrans to raise revenue for the system. Ms. Epstein said this is out of the scope of what has been decided. She said the ballot measure is what will be presented to the Board and what is proceeding.

Mr. Barnes asked what was the thinking behind no required sunset. He said he is thinking on how problematic this may be. Ms. Epstein said he is referring to the Menlo Park education initiative and cannot say what the thought process was on this decision as she was not working here at that time.

#### **CERTIFICATE OF APPRECIATION TO JUSLYN MANALO**

Vice-Chair Sonny Koya presented Chair Juslyn Manalo with a Certificate of Appreciation as she steps down from the CAC. Ms. Manalo has been a member since 2014.

#### **REPORT OF THE CHAIR**

No report.

#### **SAMTRANS STAFF UPDATE**

Ms. Margo Ross, Director, Bus Transportation reported on SamTrans Performance Statistics for the month of September 2017:

1. Average Weekday Ridership (AWR) = 41,623
2. On Time Performance (OTP) = 79.87 percent

3. Complaints = 170
4. Miles Between Service Calls (MBSC) = 29,528
5. Adult Tokens Usage for the Month
  - a. Adult = 26,141
  - b. Youth = 28,416
6. Did Not Operate (DNO) = 18

### **CAC MEMBER COMMENTS/REQUESTS**

Mr. Koya said Route 292 was having some driver and dispatch issues. Mr. Koya said the issues have been resolved and has seen a significant improvement. Ms. Ross said we are having issues with our contracted service and we are experiencing shortages in manpower. The shortage is industry wide and the contractor is attempting to make adjustments to the service by hiring as many as possible, but the bottom line is the manpower shortage does not look to be resolved in the near future.

Mr. Koya said he understands and if staff decides to go elsewhere, there is nothing we can do. He said we have to bring new people in and train them and then other bigger agencies in the Bay Area then wait for SamTrans to train them and then take our drivers away.

Mr. Koya presented an issue he has mentioned last year: 1220 Potrero (South bound of Route 292) is a very busy Muni bus stop that if one of our drivers is a little too early, he is at a standstill, and we end up with a pile up at this location. He recommends staff look into this issue. Ms. Ross said she would have staff look into this.

Mr. Koya reported there has been a recurring problem with Southbound Route 262 out of San Francisco. He said he noticed young riders using mobile phone applications (Transit, Google Search...) board the bus, before they know it, they need to get off the bus and the bus operator will does not "drop off" in San Francisco. Mr. Koya recommends having SamTrans IT contact transit application companies to inform them the bus operator does not "drop off" in San Francisco. Ms. Ross said they are trying to change this format and does not know if SamTrans can control an application that another company owns. She said SamTrans is looking into dropping off in San Francisco and for the time being she is requesting they make a "courtesy stop".

Mr. Koya requested an updated contact list of all CAC members. Mary Beveridge, Assistant District Secretary, will email a copy and have printed copies at the next CAC meeting.

Committee Member Geraldine Wilson said she has reported this issue before. There is a driver who stops the bus and leaves the engine on and does not say a word. Ms. Ross asked if Ms. Wilson brought the information on the bus operator. Ms. Wilson forgot it and will email Ms. Ross the information.

Ms. Wilson said there are more bus riders talking on the phone using the speakerphone option and eating on the bus. She said this is very disruptive to passengers and she recommends bus operators make an announcement when riders are on speakerphone and/or eating on the bus.

Committee Member Frank Liu brought up a request he made several meetings ago in regards to Route 250. Currently, Route 250 to eastbound terminus is named 5<sup>th</sup> – El Camino and the westbound terminus is named College of San Mateo. He recommends that we change 5<sup>th</sup> - El Camino to San Mateo instead. Mr. Liu said 5<sup>th</sup> - El Camino is a nonspecific final destination and there is also a 5<sup>th</sup>- El Camino - Atherton as well. Route 250 does not terminate at El Camino; it serves several other destinations, including popular destinations. Josue Castellanos, Bus Scheduling Specialist said the route name would not follow the rest of the naming convention. He said Mr. Liu was correct, there are several 5<sup>th</sup>'s in El Camino. Everything else is named after the final destination of the route.

Mr. Liu said Route 56 operates from Aragon High School to the San Mateo Highlands area; he was suggesting if the bus route can make a brief turn to College of San Mateo. It could be used to advertise to high school students who need to get from high school to take courses at community colleges. Mr. Castellanos said the subject had been discussed all week. He said the service will most likely begin in January 2018.

Mr. Liu said he recently observed and was very happy to see articulated buses being used for school routes. He said he realizes it is costly, but this is a tremendous help with alleviating bus Routes 58, 256 and 250.

Mr. Liu said there are Google employee bus shuttles using the SamTrans bus stops. There are two stops in San Mateo: 1) Saratoga and Park Place 2) Delaware and Bermuda. He said he once experienced having to walk passed the SamTrans bus stop because the Google bus was loading employees at the bus stop while the SamTrans bus had to park farther ahead to pick up SamTrans riders. At Delaware and Bermuda there is no space for two passengers. Ms. Ross said they are not supposed to be using the bus stop and what has been done in the past, legal matters were taken.

Mr. Galisatus said he did not necessarily agree so long as they obtain some sort of approval from SamTrans and he sees it as an opportunity. Ms. Ross said she disagrees and that SamTrans pays for these bus stops. In her experience, these have to go through legal and the Board has to look into. Ms. Ross sees these types of actions as aggressive. Mr. Koya said if SamTrans allows one company, we would have to allow all shuttle companies and they are in competition with SamTrans.

Ms. Buzbee had a couple of positive "shout-outs" on certain bus operators because they went over and beyond their call of duty and will email Ms. Ross the details.

Ms. Buzbee asked one of the bus operators, what he would like to see differently. She said the bus operator would like for SamTrans Executives/Board members take their place and/or ride a full route to get a better understanding of what they experience daily. Ms. Ross said she thought it was a great idea and said it was going to be part of SamTrans on-boarding.

Ms. Buzbee said she agrees in obtaining a SamTrans CAC Member contact list. She said it would be nice to have information/introduction on new members as they have had some turn-around.

Mr. Koya said SamTrans did a great marketing job on the three brochures distributed.

Chair Manalo asked for SamTrans ridership data for the Half Moon Bay Pumpkin Festival. Ms. Ross she did not have the information, but will provide it.

**LIAISON REPORTS**

No report.

**NEXT MEETING:**

The next meeting will be held November 29, 2017 at 6:30 p.m., 1250 San Carlos Avenue, Bacciocco Auditorium, 2<sup>nd</sup> Floor, San Carlos, California 94070.

Adjourned at 8:06p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT  
CITIZENS ADVISORY COMMITTEE (CAC)  
STAFF REPORT**

TO: SamTrans CAC

FROM: Mary Beveridge  
Assistant District Secretary

SUBJECT: **2018 SAMTRANS CAC MEETING CALENDAR**

**ACTION**

Staff recommends the Citizens Advisory Committee (CAC) approve the proposed Meeting Calendar for 2018 (attached).

**SIGNIFICANCE**

The CAC regularly meets the last Wednesday of the month. The October meeting falls on Halloween and the December meeting falls on the day after Christmas. The October meeting is proposed for Wednesday, October 24, 2018 and the December meeting is proposed for Thursday, December 20, 2018.

The CAC's statement of Purpose mentions a "bye" month in which each year the Committee will have one month without a regular meeting. The CAC may decide to cancel a meeting at this time or closer to a meeting date.

**BUDGET IMPACT**

There is no impact on the budget.

Prepared by: Mary Beveridge, Assistant District Secretary

650-508-6223



**San Mateo County Transit District  
Citizens Advisory Committee  
Meeting Calendar for 2018**

**Last Wednesday of the month at 6:30 p.m.**

January 31  
February 28  
March 28  
April 25  
May 30  
June 27  
July 25  
August 29  
September 26  
October 24\*  
November 28  
December 20\*\*

**Second floor Bacciocco Auditorium, 1250 San Carlos Avenue, San Carlos.**

\*Second to the last Wednesday

\*\*Second to the last Thursday

Dates are subject to change.

**LEGISLATIVE ITEM # 4  
DECEMBER 6, 2017**

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Legislative Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Seamus Murphy  
Chief Communications Officer

SUBJECT: **2018 LEGISLATIVE PROGRAM**

**ACTION**

This report is for information only. No Board action is required. At the January 3, 2018 Board meeting, staff will present the final 2018 Legislative Program for Committee review and Board adoption.

**SIGNIFICANCE**

The 2018 Legislative Program (Program) establishes the principles that will guide the San Mateo County Transit District's (District) legislative and regulatory advocacy efforts through the 2018 calendar year, including the second half of the State legislative session and the second session of the 115<sup>th</sup> Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the District to respond swiftly and effectively to unanticipated developments. Adoption of the Program provides our legislative delegation and our transportation partners with a clear statement of the District's priorities.

The 2018 Program is organized to guide the District's actions and positions in support of three primary objectives:

1. Maintain and enhance funding opportunities to support the District's programs, projects, and services.
2. Seek a regulatory environment that streamlines project delivery and maximizes the District's ability to meet public transportation service demands.
3. Reinforce and expand programs that build and incentivize public transportation ridership and improve quality transportation choices.

The Program is structured to apply these core objectives to a series of issues detailed in the 2018 Legislative Program.

Should other issues surface that require the District's attention, actions will be guided by

the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the District's Board of Directors for consideration.

#### Advocacy Process

Staff will indicate on each monthly legislative update recommended positions for pending bills. Once the board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). In rare circumstances, should a position on a bill be needed in advance of a board meeting, staff will confer with the Board Chair. If legislation falls outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the agency taking a position.

The District and its legislative consultants will employ a variety of engagement tools to support the 2018 Legislative Program, including:

1. Direct Engagement

Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the District's legislative priorities and positions.

2. Coalition-based Engagement

Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2018 Program.

3. Media Engagement

Build public awareness and communicate legislative priorities by issuing press releases, organizing media events, and through the use of social media and other electronic media.

#### **BUDGET IMPACT**

There is no impact on the budget.

#### **BACKGROUND**

Staff actively monitors legislative and regulatory activity and will seek Board positions on selected bills as appropriate to further the District's legislative objectives and to provide support for our advocacy efforts. Staff will supply updated reports summarizing relevant legislative and regulatory activities, allowing the Board to track legislative developments and providing opportunities to take appropriate action on pending legislation.

Prepared By: Casey Fromson, Director Government and Community  
Affairs

650-508-6493

## SamTrans

### 2018 Legislative Program

#### Purpose

Legislative and regulatory actions have the potential to significantly benefit SamTrans programs and services. They also have potential to present serious challenges that threaten the Agency's ability to meet the county's most critical transportation demands.

The 2018 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2018 calendar year, including the second half of the 2017-18 State legislative session and 115<sup>th</sup> Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Agency to respond swiftly and effectively to unanticipated developments.

#### Objectives

The 2018 Legislative Program is organized to guide the Agency's actions and positions in support of three primary objectives:

- Maintain and enhance funding opportunities to support the Agency's programs and services.
- Seek a regulatory environment that streamlines project delivery and maximizes the Agency's ability to meet transportation service demands.
- Reinforce and expand programs that build and incentivize public transportation ridership and improve quality transportation choices.

#### Issues

The Legislative Program is structured to apply these core objectives to a series of State and Federal issues falling in these categories:

- Budget and Transportation Funding Opportunities
- Transportation Projects Funding Requests and Needs
- Regulatory and Administrative Issues

Within these categories are a detailed list of specific legislative initiatives and corresponding set of policy strategies.

Should other issues surface that require the Board's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the Board for consideration.

### **Advocacy Process**

Staff will indicate on each monthly legislative update recommended positions for pending bills. Once the board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). In rare circumstances, should a position on a bill be needed in advance of a board meeting, staff will confer with the Board Chair. If legislation falls outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the agency taking a position.

### **Public Engagement Strategies**

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2018 Legislative Program, including:

- Direct Engagement  
Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the Agency's legislative priorities and positions.
- Coalition-based Engagement  
Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2018 Legislative Program.
- Media Engagement  
Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and through the use of social media.

**State and Regional**

**Funding Opportunities and Challenges**

<i>Issue / Background</i>	<i>Strategy</i>
<p><b>General Funding</b> The State recently enacted SB 1, which provides \$5.2 billion to maintain local streets and roads and highways, ease traffic congestion, and provide mobility options through investments in public transportation and bicycle and pedestrian programs.</p> <p>Complimentary to SB 1 is ACA 5 which, if passed by voters in June 2018, will protect new and existing sources of transit funding from future diversions by the Legislature.</p> <p>In 2014, the Legislature called for, via SB 1077, a pilot program to study a road charge model as an alternative to the gas tax. The nine-month pilot began in July 2016, with over 5,000 participating vehicles statewide. The California State Transportation Agency (CalSTA) will report findings from the Legislature to the CTC and the Legislature by June 30, 2018.</p>	<ul style="list-style-type: none"> <li>● Protect against the elimination or diversion of any State or regional funds that support the agency’s transportation needs.</li> <li>● Support State funding allocation requests for investments that benefit the agency’s transportation programs and services.</li> <li>● Work with statewide transit coalitions to identify and advance opportunities for funding that would support the agency’s transportation priorities.</li> <li>● Monitor recommendations of the Road Usage Charge (RUC) Technical advisory Committee and implementation of a RUC program by the California State Transportation Agency (CalSTA).</li> <li>● Monitor efforts to implement a mileage-based user fee as a potential revenue source.</li> </ul>
<p><b>Formula Funding</b> After years of diversion to support the State’s General Fund, funding for the State Transit Assistance (STA) program has remained stable over the last few budget cycles thanks to successful legal, legislative and political efforts on behalf of the transportation community. Still, more revenue is needed in</p>	<ul style="list-style-type: none"> <li>● Support the full funding of the STA program at levels called for in the 2011 reenactment of the 2010 gas-tax swap legislation.</li> <li>● Advocate for the regularly scheduled issuance of State infrastructure bonds that support the Agency’s services and programs.</li> <li>● Support full and timely allocation of the Agency’s STIP share.</li> <li>● Support legislation clarifying elements of the STA program recently changed in AB 1113 (Bloom).</li> </ul>

<p>order to meet the demand of increased ridership, reduce highway congestion – especially on Highway 101 – and adhere to the State’s mandate of reducing greenhouse gas emissions, and creating livable communities.</p>	
<p><b>Cap-and-Trade Revenues</b> In 2012, the State began implementing the cap-and-trade market-based compliance system approved as a part of the California Global Warming Solutions Act of 2006 (AB 32). Since the program began selling allowances, the program has generated billions of dollars. In 2014, legislation was enacted creating a long-term funding plan for cap-and-trade which dedicates 60 percent of cap-and-trade revenues to transportation. The remaining 40 percent is subject to annual appropriation through the state budget process. In 2017, the legislature extended the program from 2020 to 2030.</p> <p>The programs require a certain percentage of funds be expended in state defined “disadvantaged communities” (as defined by CalEnviroScreen). This can prove difficult in jurisdictions with a small number of disadvantaged communities.</p>	<ul style="list-style-type: none"> <li>● Work with the Administration and like-minded coalitions to secure the appropriation of additional cap-and-trade revenues to support the Agency’s transportation needs.</li> <li>● Support legislation and regional action that makes a broad array of the Agency’s emissions-reducing transportation projects, programs and services eligible for investment.</li> <li>● Protect existing cap-and-trade appropriations for transit operations, capital projects and sustainable communities’ strategy implementation.</li> <li>● Work to direct additional revenues to transit-eligible programs, including efforts to secure funding from the remaining discretionary funds and revenues dedicated to the high-speed-rail project.</li> <li>● Support efforts to revise the State’s definition on “disadvantaged communities” to encompass a larger proportion of disadvantaged communities on the Peninsula.</li> </ul>
<p><b>Voter Threshold</b> Legislation has been considered in recent years that provide a framework for lowering the thresholds for the State or a city, county, special JPB or regional public agency to impose a special tax.</p>	<ul style="list-style-type: none"> <li>● Support efforts to amend the State Constitution to reduce the voter threshold required for the State or a city, county, special district or regional transportation agency to impose a special tax for transportation projects or programs.</li> </ul>

<p><b>Other State or Local Funding Options</b> Local and regional governments continue to seek methods for funding new infrastructure, facility needs, sustainability initiatives, and projects that will support ridership growth through a variety of methods such as managed lanes and local ballot measures.</p>	<ul style="list-style-type: none"> <li>• Advocate for legislation that would create new local funding tools to support transportation infrastructure and services.</li> <li>• Support innovative local and regional funding options that will provide financial support for the agency.</li> <li>• Support legislation that works to ensure revenues generated through managed lane projects remain in the County of origin.</li> <li>• Advocate for funding sources that would assist transit agencies in obtaining funds for sustainability initiatives including water conservation, waste reduction, long-term resource efficiency of facilities and equipment, and greenhouse gas reductions.</li> <li>• Support funding for workforce housing to attract and retain quality personnel.</li> <li>• Support efforts that allow for public private partnerships that benefit the implementation of capital projects, efficient operation of transit services, or enhanced access to a broad range of mobility options that reduce traffic congestion.</li> </ul>
<p><b>Transportation Projects</b></p>	
<p><b>General</b> As the Bay Area’s population continues to grow, the region’s transportation infrastructure is being negatively impacted. Highways, local streets and roads are becoming heavily congested, Caltrain is nearing its capacity limits, and the demand for housing with easy access to public transit is increasing.</p>	<ul style="list-style-type: none"> <li>• Work with partners in the region to bring business, community, and transportation stakeholders together to enhance, support and advocate for transportation and mobility in the Bay Area.</li> </ul>
<p><b>Dumbarton Transportation Corridor Study</b> The study is looking at short- and long-term strategies that reduce traffic congestion and improve mobility between Alameda, San Mateo and Santa Clara counties. The study will examine potential solutions to address both congestion on the Dumbarton Bridge (Highway 84) and connecting roadways, as well as the rehabilitation and</p>	<ul style="list-style-type: none"> <li>• Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases</li> <li>• Support policies that will allow for effective public private partnerships</li> </ul>

<p>repurposing of the Dumbarton rail bridge.</p>	
<p><b>The Grand Boulevard Initiative (GBI)</b>  The GBI is a collaboration of 19 cities, counties, local and regional agencies united to improve the performance, safety and aesthetics of El Camino Real. Starting at Daly City and ending near the Diridon Caltrain Station in central San Jose, the initiative brings together for the first time all of the agencies having responsibility for the condition, use and performance of the street.</p>	<ul style="list-style-type: none"> <li>• Support funding for GBI projects like complete streets, bike and pedestrian projects, parking improvements, signal improvements, sustainability features like storm water capture, and transportation demand management features.</li> </ul>
<p><b>Transit Oriented Development / First and Last Mile</b> First and last mile projects, as well as transit oriented development projects are an important part of the broad transit ecosystem that will help support robust ridership in the corridor.</p>	<ul style="list-style-type: none"> <li>• Support efforts to provide commuters with easy and convenient options to travel to and from major transit centers to their final destination.</li> <li>• Support the development of new and innovative first and last mile options.</li> <li>• Support increased funding opportunities for first and last mile projects.</li> <li>• Advocate for policies that promote transit-oriented developments in ways that with compliment transit services.</li> <li>• Support the State’s GHG reduction goals by supporting transit oriented developments.</li> <li>• Support state funding incentives and streamlining processes for transit oriented development.</li> </ul>
<p><b>Caltrain Modernization (CalMod) Program</b> In 2012, the State Legislature appropriated \$705m in Prop 1A high-speed rail funds to modernize the Caltrain corridor and lay the foundation for future high-speed rail service. Under a multi-party regional funding agreement, this investment will be used to match a variety of local, regional, state and federal funding sources to electrify the corridor, install an advanced signaling system and replace Caltrain’s aging diesel trains with electric</p>	<ul style="list-style-type: none"> <li>• Advocate for the sale and allocation of Proposition 1A bonds to meet the commitments specified in SB 1029 with respect to the Caltrain corridor.</li> <li>• Support the allocation of cap-and-trade funding to advance implementation of the CalMod Program.</li> <li>• Work with state, local and regional partners to advance policies and actions that will help secure funding needed to fulfill local and regional commitments to the CalMod Program.</li> <li>• Work to address regulatory challenges that limit the implementation of solutions that will maximize Caltrain capacity and service benefits.</li> <li>• Support the allocation of cap-and-trade or other state / regional funding to advance implementation of Caltrain projects.</li> </ul>

<p>trains that will dramatically improve service between San Francisco and San Jose.</p> <p><b>Other Projects Beyond the CalMod Program,</b> Caltrain has identified capital projects such as a fully electrified 8-car EMU fleet with longer platforms that will provide additional capacity and service benefits to Caltrain commuters. The capital needs also include but are not limited to grade separations and station upgrades.</p> <p>In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work kicked-off in the corridor. While this project is not being led by the JPB, the agency owns the right-of-way and has a significant interest in the process and success of the project that will “blended” with Caltrain service.</p>	<ul style="list-style-type: none"> <li>• Work to address regulatory actions or policies that negatively impact future capacity or service improvements.</li> <li>• Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor.</li> </ul>
<p>Regulatory and Administrative Issues</p>	
<p><b>General</b> Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.</p>	<ul style="list-style-type: none"> <li>• Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the agency.</li> <li>• Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts.</li> </ul>
<p><b>California Environmental Quality Act (CEQA)</b> Several regional and statewide transportation organizations continue working to modernize</p>	<ul style="list-style-type: none"> <li>• Closely monitor efforts to modernize CEQA and support proposals that advantage transportation projects, including bicycle, pedestrian and transit-oriented development projects, without compromising CEQA’s effectiveness as an</li> </ul>

<p>CEQA and minimize unnecessary delays during the environmental review process.</p>	<p>environmental protection policy.</p> <ul style="list-style-type: none"> <li>• Support efforts to streamline project delivery including expedited reviews and approvals for large transportation projects such as HWY 101 HOV/HOT lane conversion and projects within the Dumbarton Rail Corridor.</li> </ul>
<p><b>Sustainable Communities Strategies</b>  Implementation In conjunction with AB 32 and SB 32 implementation, the Sustainable Communities and Climate Protection Act (SB 375) requires regions to develop Sustainable Communities Strategies (SCS) with integrated housing, land-use and transportation policies that will accommodate population growth and reduce regional greenhouse gas emissions by specific amounts. In 2013, regional authorities in the Bay Area approved Plan Bay Area, which includes the region's SCS.</p>	<ul style="list-style-type: none"> <li>• Advocate for policies that provide adequate and equitable funding to support increased demand and dependence on JPB's transportation services associated with the implementation of SB 375 and Plan Bay Area.</li> </ul>

**Federal**

**Funding Opportunities and Challenges**

<i>Issue / Background</i>	<i>Strategy</i>
<p><b>Federal Appropriations</b> Every year, Congress adopts several appropriations bills that cover 12 major issue areas, including the Transportation, Housing and Urban Development bill. These measures provide the authority for federal agencies to spend money during the upcoming fiscal year for the programs they administer.</p> <p>In September 2017, Congress passed a continuing resolution (CR) to keep federal agencies funded at the same level as the previous fiscal year, through December 8, 2017. Congress will have to pass a CR or omnibus appropriations bill to fund the government for the fiscal year 2018.</p>	<ul style="list-style-type: none"> <li>• Partner with local, regional, State and national coalitions to advocate appropriation of the maximum authorized amount for programs that benefit the agency’s transportation services and needs.</li> <li>• Work with local and regional coalitions to support requests for funding from discretionary programs.</li> <li>• Communicate frequently with the agency’s federal delegation and key appropriators on the needs or concerns of pending appropriation bills.</li> </ul>
<p><b>Tax and Finance</b> Congress also considers legislation that governs tax and finance issues that impact transit agencies. In 2018, Congress is expected to take action on a significant tax overhaul measure.</p>	<ul style="list-style-type: none"> <li>• Support efforts to ensure tax provisions that benefit the agency’s priorities are included in any tax or finance proposal.</li> <li>• Protect against the elimination or diversion of any tax policies that support the agency’s transportation needs.</li> </ul>

<b>Transportation Projects</b>	
<p><b>General</b> Support the efforts of partnering agencies to obtain federal funding for transit projects in San Mateo County.</p>	<ul style="list-style-type: none"> <li>• Work with federal delegation members, as well as local, regional, and state coalitions to support the federal funding requests for our partner transit agencies on projects that provide complimentary services for the agency.</li> </ul>
<p><b>Caltrain Modernization Program</b> The current Peninsula Corridor Electrification Project (PCEP) funding plan includes funding from several federal funding sources including the Federal Transit Administration (FTA) Core Capacity Program.</p> <p><b>Other Projects</b> Beyond the CalMod Program, Caltrain has identified capital projects such as a fully electrified 8-car EMU fleet with longer platforms that will provide additional capacity and service benefits to Caltrain commuters. The capital needs also include but are not limited to grade separations, station upgrades, and supporting regional projects that will increase Caltrain ridership.</p>	<ul style="list-style-type: none"> <li>• Advocate for the PCEP Core Capacity funding to be included in the Fiscal Year (FY)18 THUD Appropriations Conference Report. Advocate for the PCEP to be included in the FY19 President’s budget request and in the FY19 THUD Appropriations bills.</li> <li>• Work with federal delegation members, as well as local, regional, and state coalitions to support the PCEP requests for funding.</li> <li>• Support the allocation of federal funding to advance implementation of Caltrain projects.</li> </ul>
<p><b>101 Managed Lanes</b> The project may include removing or replacing existing auxiliary lanes between interchanges; reconstructing ramp connections to US 101; and installing electronic toll collection infrastructure on US 101 between Whipple Road to the I-380 interchange in San Mateo County</p>	<ul style="list-style-type: none"> <li>• Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases.</li> <li>• Support policies that will allow for effective public private partnerships.</li> </ul>

**Regulatory and Administrative Issues**

<p><b>FAST Act and other Regulations</b> Under FAST Act, the United States Department of Transportation (USDOT) will issue guidance and conduct rulemaking to implement various regulatory changes.</p> <p>USDOT will also issue guidance, new rulemaking, and take action in response to Executive Orders on a variety of issues outside the scope of the FAST Act.</p>	<ul style="list-style-type: none"><li>• Monitor and review guidance and rulemaking proposals affecting FAST Act implementation and other transportation issues.</li><li>• Collaborate with local, regional, state and national transportation advocacy groups to coordinate comments and advocacy efforts that support regulations that maximize benefits for transportation programs, services and users.</li></ul>
<p><b>Infrastructure Proposal</b> President Trump and USDOT have been working to draft an infrastructure proposal to fund transportation projects.</p>	<ul style="list-style-type: none"><li>• Monitor closely and take action as needed on new Administration policies that may have a significant impact on transit / transportation projects and programs.</li><li>• Advocate for funding for the agency’s projects and needs in the President’s and congressional infrastructure proposals.</li></ul>