



AGENDA

SAN MATEO COUNTY TRANSIT DISTRICT CITIZENS ADVISORY COMMITTEE (CAC) MEETING

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

WEDNESDAY, JANUARY 30, 2019 – 6:30 pm

1. Call to Order/Pledge of Allegiance
2. Announcement of New CAC Members
 - a. Iris Chan
 - b. Mary Adler
3. Roll Call
4. Public Comment for Items Not on the Agenda
Public testimony by each individual speaker shall be limited to three (3) minutes
5. Approval of Meeting Minutes from November 28, 2018
6. Report of the 2019 Chair and Vice Chair Nominating Committee (J. Baker, A. Barnes, M. Lewis)
7. Presentation: 2019 Legislative Program – Jessica Epstein
8. SamTrans Staff Update – Margo Ross
9. CAC Member Comments/Requests
10. Liaison Reports
 - a. SamTrans Board – Sonny Koya
 - b. Community Engagement Committee – Nancy Lacsamana
11. Next Meeting: Wednesday, February 27, 2019 at 6:30 pm, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA
12. Adjournment

SamTrans Citizens Advisory Committee Members 2019: Mary Adler, Steve Appenrodt, John Baker, Andrew Barnes, Iris Chan, Jason Galisatus, Bob Gomez, Allie Juarez, Sonny Koya (Acting Chair), Nancy Lacsamana, Michelle Lewis, Richard Pico

Staff Liaison: Margo Ross, Bus Transportation Director

CAC Secretary: Jean Brook

INFORMATION FOR THE PUBLIC

If you have questions on the agenda, please contact the Acting District Secretary at 650.508.6279. Assisted listening devices are available upon request. Board and CAC agendas are available on the SamTrans website at www.samtrans.com.

Date and Time of Board and Advisory Committee Meetings

San Mateo County Transit District (SamTrans) Committees and Board: First Wednesday of the month, 2:00 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; 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.

Draft

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

**CITIZENS ADVISORY COMMITTEE (CAC)
MEETING MINUTES**

November 28, 2018

MEMBERS PRESENT: S. Appenrodt, J. Baker, A. Barnes, B. Gomez, A. Juarez, S. Koya (Chair), N. Lacsamana, M. Lewis, R. Pico

MEMBERS ABSENT: J. Galisatus, R. Surles

STAFF PRESENT: M. Ross, C. Wegener, J. Epstein, J. Funghi, D. Olmeda, J. Brook

Chair Sonny Koya called the meeting to order at 6:37 pm.

CAC Secretary Jean Brook called the roll. A quorum was present.

Chair Koya requested that Andrew Barnes lead the Pledge of Allegiance.

PUBLIC COMMENT

Andy Chow said that the passage of Measure W would raise expectations for SamTrans' ability to provide a viable alternative to automobile travel.

APPROVAL OF MINUTES OF THE SAMTRANS CAC SPECIAL MEETING OF OCTOBER 24, 2018

Motion/Second: Baker/Barnes

Ayes: Appenrodt, Baker, Barnes, Gomez, Juarez, Koya, Lacsamana, Lewis, Pico

Absent: Galisatus, Surles

CERTIFICATE OF APPRECIATION FOR MICHELLE BUZBEE

Margo Ross, Director, Bus Transportation, expressed her appreciation for former Chair Michelle Buzbee's enthusiasm and hard work while on the CAC.

PRESENTATION: SAMTRANS MICROTRANSIT PILOT

Christy Wegener, Director of Planning, led a presentation on the microtransit pilot. She outlined the definition of microtransit as being on-demand public transit that operates in a zone, typically with smaller vehicles. She said that riders could either request service via an app or by calling a concierge. She said the purpose of microtransit is to become more flexible in meeting the needs of SamTrans' customers and outlined the pilot design in Pacifica. She mentioned that similar programs are in effect in other local agencies such as AC Transit.

Michelle Lewis asked about payment options. Ms. Ross said that fareboxes would still be on the buses.

Nancy Lacsamana expressed her concern that some fixed-route riders might be confused about having to reserve a ride. Ms. Ross said that riders waiting at stops would still be picked up.

Mr. Barnes asked about the contractual arrangements within different cities in the County. Ms. Wegener said that SamTrans drivers could be the drivers, and not necessarily contractors.

John Baker discussed intra-city microtransit in Menlo Park. Ms. Wegener said the route network is due for a new analysis.

Allie Juarez suggested that the pilot be shorter than one year so that it could be rolled out sooner. Ms. Ross said that a year is standard for pilot length, but that they do examine the data as it comes in.

Bob Gomez commented on the lack of sufficient lighting and bus shelters in East Palo Alto.

Chair Koya said that microtransit would be especially helpful for people traveling the "last mile."

REPORT OF THE CHAIR

Chair Koya said he was happy that Measure W had passed. He encouraged the Committee to read the information sent out by the District on how the new funding would be applied.

Jessica Epstein, Government and Community Affairs Officer, reported on the final outcome of the vote on Measure W, saying that it had passed with a 600-vote spread. She said that \$40 million would be going towards SamTrans and Caltrain programs beginning July 2019.

Appointment of Nominating Committee for 2019 Chair and Vice Chair

The Committee members opted to appoint Mr. Baker, Ms. Lewis, and Ms. Lacsamana to the Nominating Committee to select the 2019 CAC chair and vice chair. Ms. Brook said she would send out an updated Committee roster to all the members.

SAMTRANS STAFF UPDATE

Ms. Ross gave the SamTrans performance statistics for October 2018. She said they were working on training and hiring new bus operators. Mr. Baker asked about the number of classes. Ms. Ross said they were now having training classes every two months.

Mr. Gomez asked about the issue of tech buses stopping at SamTrans stops. Ms. Ross said that the city owns the bus pads, but that ownership depends on the jurisdiction.

The Committee discussed the process for selecting a chair and vice chair and the purpose of the Nominating Committee.

Mr. Pico noted that some members had been absent for some time. Ms. Ross said that they were addressing the absences and that interviews were happening in early December.

CAC MEMBER COMMENTS/REQUESTS

Ms. Lewis remarked that the Route #292 bus had been more on time.

Mr. Baker asked about the progress on reinstating Route #398 for northbound evening trips. Ms. Ross said she would talk to Marketing.

Ms. Juarez asked if bus exterior advertising wrappers were still being done. Ms. Ross said that Marketing handled that and that her department handled the ad panels.

Mr. Pico said had heard from an operator that buses on Routes #251 and 256 would no longer be going on 31st Avenue due to being unable to navigate a small traffic circle at Edison and 31st Avenue in San Mateo. Ms. Ross said she would investigate.

Ms. Ross announced that a SamTrans bus would be participating in the Redwood City holiday parade. She also confirmed that SamTrans would be providing a bus to San Francisco for Martin Luther King Jr. Day.

Mr. Gomez asked about ECR Rapid performance. Ms. Ross said they were adding stops and investigating making some other changes such as eliminating some stops along the route. He asked if buses could be allowed to make a U-turn at the VA clinic in Menlo Park. Ms. Ross said they weren't able to do that. Mr. Gomez commented on the progress of the Willow/Highway 101 overpass.

Chair Koya said he agreed with Ms. Lewis that the timeliness of Route #292 had markedly improved and commended the operators.

LIAISON REPORTS

SamTrans Board of Directors

Chair Koya encouraged the Committee to check out the SamTrans Board website and familiarize themselves with the agendas and minutes.

He noted that Jim Hartnett said at a recent meeting that SamTrans has invested \$400 million in the BART system. Ms. Epstein confirmed that as a result of the passage of Measure W, SamTrans would be receiving \$40 million annually to fund transit programs.

Community Engagement Committee

Ms. Lacsamana provided a handout that she had prepared with Mr. Barnes that restates and clarifies the CAC's purpose and principles. She said that in order for the recommendations gathered from the September CAC retreat to be actionable, they must be aligned with the CAC's purpose.

Mr. Barnes talked about Committee members infusing themselves in the community to be the ears of the Board, as an example. He asked Ms. Epstein how the CAC could become a conduit for information to flow from the community to SamTrans, which she confirmed. He talked about working with stakeholder advisory groups and said he felt that Measure W sets up the opportunity for the CAC to play a role as advocates for the value of transit and the progress of local communities.

Mr. Gomez asked if Measure W's jurisdiction. Ms. Ross said it encompassed San Mateo County. Ms. Lacsamana said the CAC could help educate the public how Measure W could help local transit programs.

Chair Koya encouraged the members to provide Ms. Epstein with any feedback on the 2019 Draft Legislative Program that could be brought to the Board.

Ms. Brook requested that the Committee members participate in a group photo to be used for upcoming bus ad cards promoting CAC membership.

NEXT MEETING

Chair Koya announced that the next meeting will be held January 30, 2019 at 6:30 pm, 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, CA.

ADJOURNMENT

The meeting adjourned at 7:59 pm.

SamTrans

2019 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 2019 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2019 calendar year, including the first half of the 2019-20 State legislative session and first session of the 116th 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 2019 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; and
- 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 2019 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 2019 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>General Funding 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>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) reported its findings from the Legislature to the CTC and the Legislature in 2018.</p>	<ul style="list-style-type: none"> ● Protect against the elimination or diversion of any State or regional funds that support the agency’s transportation needs. ● Support State funding allocation requests for investments that benefit the agency’s transportation programs and services. ● Work with statewide transit coalitions to identify and advance opportunities for funding that would support the agency’s transportation priorities. ● Support efforts to provide funding for the deployment of zero emission transit vehicles. ● Monitor recommendations of the Road Usage Charge (RUC) Technical advisory Committee and implementation of a RUC program by the California State Transportation Agency (CalSTA). ● Monitor efforts to implement a mileage-based user fee as a potential revenue source.
<p>Formula Funding 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 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>	<ul style="list-style-type: none"> ● Support the full funding of the STA program at levels called for in the 2011 reenactment of the 2010 gas-tax swap legislation. ● Advocate for the regularly scheduled issuance of State infrastructure bonds that support the Agency’s services and programs. ● Support full and timely allocation of the Agency’s STIP share. ● Support the California Transit Association’s efforts to engage the Legislature on Transportation Development Act (TDA) reform and the review of performance measures for transit.

<p>Cap-and-Trade Revenues 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"> ● 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. ● Support legislation and regional action that makes a broad array of the Agency’s emissions-reducing transportation projects, programs and services eligible for investment. ● Protect existing cap-and-trade appropriations for transit operations, capital projects and sustainable communities strategy implementation. ● 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. ● Support efforts to revise the State’s definition on “disadvantaged communities” to encompass a larger proportion of disadvantaged communities on the Peninsula.
<p>Voter Threshold 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"> ● 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.
<p>Other State or Local Funding Options 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"> ● Advocate for legislation that would create new local funding tools to support transportation infrastructure and services. ● Support innovative local and regional funding options that will provide financial support for the agency. ● Support legislation that works to ensure revenues generated through managed lane projects remain in the County of origin.

	<ul style="list-style-type: none"> • 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. • Support funding for workforce housing to attract and retain quality personnel. • 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.
Transportation Projects	
<p>General 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"> • 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.
<p>Dumbarton Corridor In 2018, SamTrans entered into an Exclusive Negotiating Agreement (ENA) with Cross Bay Transit Partners, a joint venture between Facebook and Plenary Group. The ENA kicks off a process to evaluate the technical and financial feasibility of a transit project along the currently inactive Dumbarton rail bridge. MTC is leading an effort related to the Dumbarton Highway called Dumbarton Forward. These efforts are building on the 2017 SamTrans “Dumbarton Transportation Corridor Study” that looked at short- and long-term strategies that reduce traffic congestion and improve mobility between Alameda, San Mateo and Santa Clara counties.</p>	<ul style="list-style-type: none"> • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships. • Support policies that will promote long-term transit use and access in the Dumbarton Corridor.

<p>The Grand Boulevard Initiative (GBI) 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"> • Support funding for GBI projects such as complete streets, bike and pedestrian projects, parking improvements, signal improvements, sustainability features like storm water capture, and transportation demand management features.
<p>Transit Oriented Development / First and Last Mile 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"> • Support efforts to provide commuters with easy and convenient options to travel to and from major transit centers to their final destination. • Support the development of new and innovative first and last mile options. • Support increased funding opportunities for first and last mile projects. • Advocate for policies that promote transit-oriented developments in ways that with compliment transit services. • Support the State’s GHG reduction goals by supporting transit oriented developments. • Support state funding incentives and streamlining processes for transit oriented development.
<p>Transportation Demand Management (TDM) TDM is the application of strategies and policies to reduce travel demand of single-occupancy vehicles or to redistribute this demand in space or time.</p>	<ul style="list-style-type: none"> • Support efforts that provide more TDM tools and funding opportunities. • Support policies that encourage use of TDM.
<p>Caltrain Modernization (CalMod) Program 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</p>	<ul style="list-style-type: none"> • Advocate for the sale and allocation of Proposition 1A bonds to meet the commitments specified in SB 1029 with respect to the Caltrain corridor. • Support the allocation of cap-and-trade funding to advance implementation of the CalMod Program. • Work with state, local and regional partners to advance policies and actions that will help secure funding needed to fulfill local, regional and state commitments to the CalMod Program.

<p>and federal funding sources to electrify the corridor, install an advanced signaling system and replace Caltrain’s aging diesel trains with electric trains that will dramatically improve service between San Francisco and San Jose.</p> <p>Other Projects 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 and station upgrades. The Caltrain Business Plan, a 2040 vision for the corridor is currently underway will help identify future capital and operating needs.</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"> • Work to address regulatory challenges that limit the implementation of solutions that will maximize Caltrain capacity and service benefits. • Support the allocation of cap-and-trade or other state / regional funding to advance implementation of Caltrain projects. • Work to address regulatory actions or policies that negatively impact future capacity or service improvements. • Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor.
<p>Regulatory and Administrative Issues</p>	
<p>General 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</p>	<ul style="list-style-type: none"> • 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. • 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.

<p>without affecting regulatory goals.</p>	
<p>California Environmental Quality Act (CEQA) Several regional and statewide transportation organizations continue working to modernize CEQA and minimize unnecessary delays during the environmental review process.</p>	<ul style="list-style-type: none"> • Closely monitor efforts to modernize CEQA. Without compromising CEQA’s effectiveness as an environmental protection policy, support proposals that advantage transportation projects, including bicycle, pedestrian and transit-oriented development projects.
<p>Sustainable Communities Strategies 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 2017, regional authorities in the Bay Area approved the update to Plan Bay Area, which includes the region’s SCS.</p>	<ul style="list-style-type: none"> • 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.

Federal

Funding Opportunities and Challenges

Issue / Background

Strategy

Federal Appropriations 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.

In September 2018, Congress passed a continuing resolution (CR) to keep federal agencies funded at the same level as the previous fiscal year, through December 7, 2018. Congress will have to pass a CR or omnibus appropriations bill to fund the government for the fiscal year 2019.

The President and the Department of Transportation (DOT) have proposed phasing out the Capital Investment Grant program (New Starts/Small Starts/Core Capacity) in the annual budget request. However, Congress continues to provide funding for the program and has include language in the annual Transportation/HUD Appropriations bills requiring the Federal Transit Administration (FTA) to allocate funding for projects and to continue to sign full funding grant agreements.

- 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.
- Work with local and regional coalitions to support requests for funding from discretionary programs, including the Capital Investment Grant program.
- Communicate frequently with the agency's federal delegation and key appropriators on the needs or concerns of pending appropriation bills.

<p>Tax and Finance Congress also considers legislation that governs tax and finance issues that impact transit agencies.</p>	<ul style="list-style-type: none"> • Support efforts to ensure tax provisions that benefit the agency’s priorities are included in any tax or finance proposal. • Protect against the elimination or diversion of any tax policies that support the agency’s transportation needs.
<p>Transportation Projects</p>	
<p>General Support the efforts of partnering agencies to obtain federal funding for transit projects in San Mateo County.</p>	<ul style="list-style-type: none"> • 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.
<p>Caltrain Modernization Program The current Caltrain Electrification Project funding plan includes funding from several federal funding sources including the FTA Core Capacity Program.</p> <p>Positive Train Control (PTC) is a federal mandate. The current Caltrain Positive Train Control (PTC) project includes funding from the Federal Railroad Administration (FRA).</p> <p>Other Projects 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. The Caltrain Business Plan, a 2040 vision for the corridor is currently underway will help identify future capital and operating needs.</p> <p>In 2016, a new round of HSR Blended System</p>	<ul style="list-style-type: none"> • Advocate for the Caltrain Electrification Project FTA Core Capacity funding to be included in the President’s budget request and in the annual THUD Appropriations bills. • Work with federal delegation members, as well as local, regional, and state coalitions to support the PCEP requests for funding. • Advocate for additional PTC funding for capital and operating expenses. • Support efforts to streamline regulatory administrative hurdles to supporting full PTC operations. • Support the allocation of federal funding to advance implementation of Caltrain projects. • Work to address regulatory actions or policies that negatively impact future capacity or service improvements. • Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor.

<p>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>	
<p>101 Managed Lanes 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"> • Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases. • Support policies that will allow for effective public private partnerships.
<p>Regulatory and Administrative Issues</p>	
<p>FAST Act Reauthorization and other Regulations The FAST Act expires in September 2020. Congressional authorization committees are expected to begin holding hearings early in 2019 and are looking for recommendations for the next reauthorization bill. The congressional authorization committee leadership are hoping to introduce a bill at the end of 2019. During Congress’ consideration of the reauthorization bill, there will be an opportunity to change, increase funding, and implement new policy for highway, transit, and rail programs.</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"> • Monitor and review guidance and rulemaking proposals affecting FAST Act implementation and other transportation issues. • 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. • Collaborate with local, regional, state and national transportation advocacy groups to coordinate proposals and advocacy efforts for FAST Act reauthorization.

Infrastructure Proposals Congress could consider an infrastructure package in 2019 that would include increased funding for highways, transit, aviation, and water programs. Funding for these programs has yet to be identified.

- Monitor closely and take action as needed on new Administration or Congressional policies that may have a significant impact on transit / transportation projects and programs.
- Advocate for funding for the agency's projects and needs in the President's and Congressional infrastructure proposals.