

# San Mateo County Transit District

## 2021 Legislative Program

### **Purpose**

Legislative and regulatory actions have the potential to significantly benefit San Mateo County Transit District (Agency) programs and services. They also have the potential to present serious challenges that threaten the Agency's ability to meet the county's most critical transportation demands.

The 2021 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2021 calendar year, including the first half of the 2021-22 State legislative session and first session of the 117<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 2021 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, improve quality transportation choices, and better incorporate SamTrans service with other agencies in the Bay Area.

### **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, Legislative, 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 2021 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 2021 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.

The adopted legislative program will guide the agency's legislative advocacy efforts until approval of the next program.

**State and Regional**

**Funding Opportunities and Challenges**

<i>Issue / Background</i>	<i>Strategy</i>
<p><b>General Funding</b>                      In 2020, transit agencies were hit hard by the loss of ridership and revenue due to the COVID-19 pandemic. Caltrain and SamTrans ridership dropped by 95% and 65%, respectively. While federal funding has provided some relief in the near-term, significant additional funding is needed to mitigate the pandemic’s impact.</p> <p>In 2017, the State enacted SB1, 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"> <li>● Direct advocacy for additional resources and support efforts by the California Transit Association and other stakeholders to secure additional state funding for transit systems in response to COVID-19.</li> <li>● Ensure that COVID relief funding is sub allocated through the region is based on revenue losses.</li> <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>● Support efforts to provide funding for the deployment of zero emission transit vehicles and infrastructure.</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> In 2020, transit formula funding suffered due to the COVID-19 pandemic as fuel consumption declined.</p>	<ul style="list-style-type: none"> <li>● Support CTA efforts to provide formula funding flexibility as part of a larger response to COVID-19 impacts.</li> <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> </ul>

<p>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 and adhere to the State’s mandate of reducing greenhouse gas emissions, and creating livable communities.</p> <p>In 2019, the California Transit Association convened a working group, at the request of the Senate and Assembly Transportation Committees to review and provide potential changes to the Transportation Development Act (TDA). The CTA effort resulted in temporary relief in meeting farebox recovery ratio requirements to access LTF, STA, LCTOP and SOGR funds. In 2020, the TDA conversation will continue to assess adjustments to TDA to maximize flexibility for maintaining and expanding service. The Agency is part of the working group. The Agency is part of the working group.</p>	<ul style="list-style-type: none"> <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>● Participate in the California Transit Association’s TDA taskforce and support CTA efforts to engage the Legislature on TDA reform and the review of performance measures for transit.</li> </ul>
<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-</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> </ul>

<p>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 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> <p>In 2020, there was the potential for a regional transportation measure (called FASTER Bay Area), led by the Bay Area Council, Silicon Valley Leadership Group and SPUR. They may be working towards a future ballot and many details about the timing, funding mechanism and expenditure plan are still being discussed.</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 express 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 development, retention and 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>In 2014, the Federal Aviation Administration’s (FAA) issued a rule called the “Policy and Procedures Concerning the Use of Airport Revenue, proceeds from Taxes on Aviation Fuel.” The rule would require that local taxes on aviation fuels must be spent on airports is contrary to states’ rights to control their general application sales tax measures. The State of California has been active in addressing this issue.</p>	<ul style="list-style-type: none"> <li>• Work to ensure the agency is at the table and appropriately funded as part of any potential regional funding measure.</li> <li>• Support efforts to ensure sales tax revenues generated from aviation fuel continue to fund planned transportation projects. Support the State of California in its efforts to respond and address FAA’s requests.</li> </ul>
<p><b>Transportation &amp; Housing Connection</b> Given the housing shortage crisis, there have been efforts at the State and regional level to link housing and zoning with transportation funding.</p>	<ul style="list-style-type: none"> <li>• Evaluate state or regional efforts that directly link transportation funding to housing and provide for higher density housing projects near transit stations.</li> <li>• Advocate for solutions that appropriately match decision making authority with funding (i.e – An agency shouldn’t be financially penalized for decisions that are outside the authority of the agency).</li> <li>• Monitor the implementation of the Surplus Lands Act and advocate for clarifying language on the disposition of properties subject to the Act.</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 Rail Corridor</b> In 2018, the District kicked off a process with Cross Bay Transit Partners (Facebook and Plenary Americas) to evaluate the technical and financial feasibility of a transit project along the Dumbarton rail bridge. In Spring 2020, the project was put on hold due to</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> <li>• Support policies that will promote long-term transit use and access in the Dumbarton Corridor.</li> </ul>

<p>the global pandemic. In fall 2020, the project was recently restarted through a partnership with Facebook to compile and document pre-environmental work of the alignment and technology options under consideration. The District is also maintaining a partnership with CBTP, now owned by Plenary Americas. Continuation of pre-environmental work is expected through 2021. MTC is leading an effort related to the Dumbarton Highway called Dumbarton Forward.</p> <p>These efforts are building on the 2017 San Mateo County Transit District “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>	
<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 such as 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>101 Express Lanes</b> The project includes the connection of existing auxiliary lanes between interchanges; reconstructing ramp connections to</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>US 101; and installing electronic toll collection infrastructure on US 101 between Whipple Road to the I-380 interchange in San Mateo County. The 101 project received \$253 million from SB1 to fund the project. Construction of Phase 1 (Northern and Southern Sections) is expected to be complete in 2022. Phase II of the project, extending the managed lane to San Francisco county will be ramping up planning and environmental efforts in 2021.</p>	<ul style="list-style-type: none"> <li>• Participate in future workshops held by the California Transportation Commission to ensure eligibility for funding Phase II.</li> <li>• Support funding and regulations that complement a 2021 board adopted 101 equity program.</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>Transportation Demand Management (TDM)</b> 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"> <li>• Support efforts that provide more TDM tools and funding opportunities.</li> <li>• Support policies that encourage use of TDM.</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 was matched with a variety of local, regional, state</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 and work to include funding for Caltrain in any future Proposition 1A appropriations.</li> <li>• Support the allocation of cap-and-trade funding to advance implementation of the CalMod Program.</li> </ul>



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. The CalMod program is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.

**Caltrain 2040 Business Plan** In October 2019, the Caltrain Board adopted a long-term 2040 Service Vision, defining an ambitious plan for growing service over the next 20-plus years. The service vision outlines the capital and operating needs to achieve this vision and includes projects such as longer EMU fleet, longer platforms, level boarding, passing tracks, grade separations and station upgrades. It also identified needs to prepare the railroad to expand and integrate into a regional rail network. The plan is expected to be complete early 2021.

**Caltrain Equity and Growth Framework** In 2020, Caltrain developed a policy to advance equity within the system and neighboring communities. The policy will help address systemic inequality by taking steps to ensure the Caltrain system is accessible and useful to all. The policy also advances efforts to improve Caltrain connections to the regional transit network and provide direction on service priorities during and after the COVID-19 pandemic.

- 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.
- Work to address regulatory challenges that limit the implementation of solutions that will maximize Caltrain capacity and service benefits.
- Advocate for funding and policies to support grade separation projects.
- 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 Caltrain future capacity or service improvements.
- Support the implementation of the Caltrain Business Plan associated projects and policies. Continue to educate the Caltrain legislative delegation and key members of the Administration on the Plan.
- Ensure relevant state and regional agencies incorporate relevant elements of the Caltrain business plan in their long-term plans.
- Support funding and regulations that are consistent with Caltrain's equity and growth policy.
- Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor.
- Ensure Caltrain is positioned to receive funding if there is an appropriation of Cap and Trade funds and/or bond funds in support of the state's rail modernization efforts.
- Secure one-time bonus funding from the California Transportation Commission from the Local Partnership Program for successful passage of Measure RR.

<p><b>High-Speed Rail Blended System</b> In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work kicked-off in the corridor. HSR anticipates releasing a Draft EIR in 2020. 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. HSR may ask for another Prop 1A allocation in 2021.</p>	
<p><b>Regulatory and Administrative Issues</b></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. Recently, there have been calls for a more coordinated and streamlined transit system in the Bay Area.</p> <p>State is providing guidance on COVID related transit measure to protect the public health and reduce virus transmission during the pandemic.</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> <li>• Engage with MTC, the Legislature, and stakeholders on policies stemming from MTC’s Blue Ribbon Transit Recovery Task Force and the “Seamless” Bay Area efforts.</li> <li>• Ensure that new requirements impacting transit agencies support improve connections with other transit system and don’t result in tradeoffs that have unintended consequences for key transit riders and stakeholders.</li> <li>• Work with the Administration to ensure guidance considers impacts on transit operations and the ability to meet transit rider mobility needs.</li> </ul>
<p><b>California Environmental Quality Act (CEQA)</b> Several regional and statewide transportation organizations continue working to modernize CEQA and minimize unnecessary delays during the environmental review process. In 2020,</p>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Monitor the implementation and opportunities related to SB 288 (Wiener).</li> </ul>

<p>legislation was passed (SB 288) providing a series of statutory exemptions for transit and active transportation projects under CEQA.</p>	
<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 2017, regional authorities in the Bay Area approved the update to Plan Bay Area. MTC and ABAG are in the process of updating the Plan. The final Plan Bay Area 2050 is expected to be adopted in 2021.</p>	<ul style="list-style-type: none"> <li>• Advocate for policies that provide adequate and equitable funding to support increased demand and dependence on the Agency’s transportation services associated with the implementation of SB 375 and Plan Bay Area.</li> <li>• Ensure any planning, development, or policy proposals are consistent with the Agency’s policies and planning, especially the Caltrain Business Plan.</li> </ul>
<p><b>Transit Bus Electrification</b> In December 2018, the California Air Resources Board adopted the Innovative Clean Transit regulation. This regulation, which aims to transition all transit buses operating in California to zero-emission bus technologies by 2040, presents transit agencies with new funding and operational challenges. Addressing these challenges requires ongoing engagement with regulatory bodies, including ARB, the California Energy Commission and the California Public Utilities Commission, to unlock new funding and to design programs supportive of compliance with the regulation.</p>	<ul style="list-style-type: none"> <li>• Advocate for priority funding from the State Legislature, ARB, CEC and CPUC for zero-emission buses and charging infrastructure to facilitate compliance with the ICT regulation.</li> <li>• Continue to educate State Legislature, ARB, CEC and CPUC on any challenges to implement the ICT regulation.</li> <li>• Continue to monitor implementation of Pacific Gas &amp; Electric’s Commercial Electric Vehicle Rate, determine whether further refinements to the rate are necessary.</li> </ul>
<p><b>Executive Orders Related to GHG:</b> Since taking office, Governor Newsom has issued two Executive Orders – N-19-19 and N-79-20 – calling</p>	<ul style="list-style-type: none"> <li>• Engage in the State’s effort to address the transit-specific goals outlined in the executive orders.</li> </ul>

<p>for reduced emissions from the transportation sector and larger, coordinated investments in transit, active transportation and land-use. The executive orders highlight the need for expanding clean transportation options. The Administrative efforts on this issue are also being referred to as: Climate Action Plan for Transportation Infrastructure (CAPTI).</p>	<ul style="list-style-type: none"> <li>• Protect transit agencies from any negative impacts stemming from the executive orders (e.g. additional mandates without funding).</li> <li>• Work to ensure state and federal funds are made available to achieve the goals outlined in the orders.</li> </ul>
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Federal	
Funding Opportunities and Challenges	
<i>Issue / Background</i>	<i>Strategy</i>
<p><b>Federal Appropriations</b> In 2020, transit agencies were hit hard by the loss of ridership and revenue due to the COVID-19 pandemic. SamTrans and Caltrain saw ridership drop 95% and 65%, respectively. While federal funding (CARES Act) has provided some relief in the near-term, significant additional funding is needed to mitigate the pandemic’s impact.</p> <p>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>	<ul style="list-style-type: none"> <li>• Advocate directly as well as support broad stakeholders coalition efforts to secure additional federal funding for transit systems in response to COVID-19.</li> <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, including the Capital Investment Grant program and BUILD.</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>In September 2020, Congress passed a continuing resolution (CR) to keep federal agencies funded at the same level as the previous fiscal year, through December 11, 2020. Congress is expected to pass a CR or omnibus appropriations bill to fund the government for the fiscal year 2021.</p> <p>Despite Administration budgets to limit funding for the Capital Investment Grant program (New Starts/Small Starts/Core Capacity), 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.</p>	
<p><b>Tax and Finance</b> Congress considers legislation that governs tax and finance issues that impact transit agencies.</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>
<p><b>Transportation Projects</b></p>	
<p><b>General</b> Support the efforts of partnering agencies to obtain federal funding for the Agency’s related transit projects.</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 (CalMod) Program</b> 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)</p>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Work with federal delegation members, as well as local, regional, and state coalitions to support the Caltrain requests for funding.</li> <li>• Advocate for additional PTC funding for operating expenses.</li> <li>• Support efforts to streamline regulatory administrative hurdles to supporting full PTC operations.</li> </ul>

project includes some funding from the Federal Railroad Administration (FRA).

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**High-Speed Rail Blended System** In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work kicked-off in

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- Advocate for funding and policies to support grade separation projects.
- Work to address regulatory actions or policies that negatively impact future capacity or service improvements.
- Support the implementation of the Caltrain Business Plan associated projects and policies. Continue to educate the Caltrain legislative delegation and key members of the Administration on the Plan.
- Support funding and regulations that are consistent with Caltrain’s equity and growth policy.
- 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>the corridor. HSR anticipates releasing a Draft EIR in 2020. 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><b>Dumbarton Rail Corridor</b> In 2018, the District kicked off a process with Cross Bay Transit Partners (Facebook and Plenary Americas) to evaluate the technical and financial feasibility of a transit project along the Dumbarton rail bridge. In Spring 2020, the project was put on hold due to the global pandemic. In fall 2020, the project was recently restarted through a partnership with Facebook to compile and document pre-environmental work of the alignment and technology options under consideration. The District is also maintaining a partnership with CBTP, now owned by Plenary Americas. Continuation of pre-environmental work is expected through 2021. MTC is leading an effort related to the Dumbarton Highway called Dumbarton Forward.</p> <p>These efforts are building on the 2017 San Mateo County Transit District “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"> <li>• Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases.</li> </ul>

<p><b>101 Express Lanes</b> The project includes the connection of 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. Construction of Phase 1 (Northern and Southern Sections) is expected to be complete in 2022. Phase II of the project, extending the managed lane to San Francisco county will be ramping up planning and environmental efforts in 2021.</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><b>Regulatory and Administrative Issues</b></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>FAA Rule</b> In 2014, the Federal Aviation Administration’s (FAA) issued a rule called the “Policy and Procedures Concerning the Use of Airport Revenue, proceeds from Taxes on Aviation Fuel.” The rule would require that local taxes on aviation fuels must be spent on airports is contrary to states’ rights to control their general application sales tax measures.</p> <p>The Senate FY2021 Transportation/HUD Appropriations bill includes report language</p>	<ul style="list-style-type: none"> <li>• Support efforts to protect the ability of local and state governments to determine how general sales tax measures are allocated.</li> <li>• Continue to advocate for report language in the annual appropriations bills and support legislative changes that would permanently clarify the issue.</li> <li>• Support the State of California in its efforts to respond and address FAA’s requests</li> </ul>



<p>encouraging the Department of Transportation “to continue working with State and local governments and the FAA to develop a path forward to allow the use of local sales tax revenues generated on the sale of aviation fuel to be used in a manner consistent with their enactment.”</p> <p>Congress is currently negotiating the FY2021 appropriations bills now and it unclear if this language remains in the final conference report.</p>	
<p><b>FAST Act Reauthorization and other Regulations</b> In September 2020, Congress passed the extension of the FAST Act until September 2021.</p> <p>During Congress’ consideration of the reauthorization bill next year, there will be an opportunity to change, increase funding, and implement new policy for highway, transit, and rail programs.</p> <p>Both Senate and House authorization committees have stated that passing the FAST Act authorization bill is their top priority.</p> <p>Background: In July 2019, the Senate Environment and Public Works (EPW) Committee passed, America’s Transportation Infrastructure Act of 2019. This bill will need to be introduced in the next Congress and will likely be the “base” bill that the Senate will use.</p> <p>However, four committees in the Senate have jurisdiction of the bill: EPW (highways); Banking (transit); Commerce (rail and goods movement);</p>	<ul style="list-style-type: none"> <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> <li>• Collaborate with local, regional, state and national transportation advocacy groups to coordinate proposals and advocacy efforts for FAST Act reauthorization.</li> <li>• Support efforts to increase authorization levels for transit programs – both discretionary and formula programs.</li> <li>• Support efforts to increase access to additional federal funds for bus electrification and infrastructure.</li> <li>• Support authorizing transit agencies to become direct subrecipients of Section 5310 for the Enhanced Mobility of Seniors and Individuals with Disabilities.</li> <li>• Support securing authorization to implement low-cost solutions, such as dynamic envelope painting, to increase safety at at-grade rail grade crossings.</li> <li>• Support additional funding for grade separations: Increase the annual funding for the Federal Highways Administration (FHWA) Railway-Highway Crossings (Section 130) Program by \$1B per year and authorize 50% of the annual funding set aside for a discretionary grant program that States, metropolitan planning organizations, local governments, special purpose districts or public authorities a transportation function, and tribal governments will be eligible.</li> <li>• Monitor and review guidance and rulemaking proposals affecting FAST Act implementation and other transportation issues.</li> </ul>

<p>and Finance (paying for the bill). EPW is the only committee that has written their portion of the bill. The other three committees need to draft their seconds and identify funding to pay for the bill.</p> <p>In July 2020, the House passed Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act as part of a broader infrastructure bill. The INVEST Act authorized a \$494 surface transportation bill. The INVEST Act will require Congress to identify \$140 billion for the Highway Trust Fund. This bill will likely be reintroduced in the new Congress and the “base bill” that the House Transportation &amp; Infrastructure Committee uses as it advances surface transportation reauthorization next year.</p>	
<p><b>Infrastructure Proposals</b> Congress and the Biden Administration could consider an infrastructure package in 2021 that would include increased funding for highways, transit, aviation, and water programs. House Speaker Nancy Pelosi has said that the House’s infrastructure bill, Moving America Forward, will be the base for the House infrastructure bill. It is unclear if the Senate will consider an infrastructure bill.</p>	<ul style="list-style-type: none"> <li>• Monitor closely and take action as needed on the new Biden Administration or Congressional 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 a broad infrastructure proposal.</li> </ul>