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

AGENDA

January 27, 2016 - Wednesday

6:30 PM

1. Pledge of Allegiance
2. Call to Order/Roll Call
3. Report from the Nominating Committee – Koya/Heatley
 - a. Election of 2016 Officers
4. Public Comment
5. Approval of Meeting Minutes for December 2, 2015
6. Presentation – 2016 Legislative Program, Shweta Bhatnagar
7. Presentation – Overview of Social Media Program – Jayme Ackemann
8. Report of the Chair
 - a. Certificate of Appreciation to Chester Patton
9. SamTrans Staff Update – Ana Rivas
10. CAC Member Comments/Requests
11. Liaison Reports
 - a. SamTrans Board – John Baker
 - b. SamTrans Accessibility Advisory Committee – Judy McKie
 - c. Caltrain Accessibility Advisory Committee – vacant
 - d. Peninsula Corridor Joint Powers Board – Bill Lock
 - e. Peninsula Corridor Joint Powers Board Citizens Advisory Committee – vacant
12. Next Meeting: Wednesday, February 24, 2016 at 6:30 p.m.,
1250 San Carlos Avenue, Bacciocco Auditorium, 2nd floor, San Carlos, CA
13. Adjournment

CAC MEMBERS: J. Baker (Chair), B. Gomez, B. Hasten, K. Heatley, S. Koya, C. Laughon, B. Lock, J. Manalo, J. McKie, A. Merriman, H. Plischke

INFORMATION TO THE PUBLIC

If you have questions on the agenda, please contact the Assistant District Secretary at 650.508.6223. Assisted listening devices are available upon request. Agendas are available on the SamTrans Website at 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 Nancy McKenna 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.

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

Draft

**CITIZENS ADVISORY COMMITTEE (CAC)
MINUTES OF MEETING – DECEMBER 2, 2015**

COMMITTEE MEMBERS PRESENT: J. Baker (Chair), B. Gomez, B. Hasten, K. Heatley, S. Koya, C. Laughon, B. Lock, J. Manalo, A. Merriman, H. Plischke, J. McKie

SAMTRANS STAFF PRESENT: C. Derwing, S. El-Khatib, A. John, T. Lin, N. McKenna, A. Rivas, E. Rivas, A. Sayong (MV Transportation), D. Sorrel, P. Thompson

Prior to the meeting a reception was held and Directors Shirley Harris, Karyl Matsumoto, and Peter Ratto, and Martha Martinez, Executive Officer, District Secretary/Executive Administration attended the event.

Chair John Baker called the meeting to order at 6:36 p.m. and led the Pledge of Allegiance.

PUBLIC COMMENT

Shirley Harris, Chair, District Board of Directors, thanked each member for their services, opinions and feedback. She said the CAC does a wonderful job for the Board informing them of what is working and what isn't. Director Harris said the Board holds the CAC to the highest esteem. She wished the CAC a Happy Holiday.

Chair Baker thanked the Board members for attending tonight.

APPROVAL OF THE MINUTES OF OCTOBER 28, 2015

Motion/Second: Koya/Merriman

Ayes: Gomez, Hasten, Heatley, Koya, Lock, McKie, Merriman, Plischke, Baker

Absent: Manalo

Abstain: Laughon

PRESENTATION: PARATRANSIT CUSTOMER SURVEY RESULTS

Patrick Thompson, Market Research Specialist, reported:

- Purpose
 - Obtain ridership characteristics of Redi-Wheels and RediCoast customers
 - Assess key customer satisfaction components
 - Collect other information such as whether they ride fixed-route, how information is obtained, cell phone and internet usage
 - Ask about overall experience as well as recent trip
- Methodology
 - Telephone survey of Redi-Wheels and RediCoast customers
 - Conducted by EMC Research
 - 500 completed surveys
 - 464 in English, 29 in Spanish, six in Cantonese and five in Tagalog
 - 439 were completed by the customers and 61 were completed by the customers' caregivers or family

- Rider characteristics:
 - Most likely to be white women
 - Older
 - Low income
- One-third have been riding more than four years.
- A majority ride at least once a week.
- The top reason for using paratransit is a mobility impairment.
- Customers were extremely satisfied with the overall trip.
- 81 percent of customers perceived the driver to be on time.
- Overall 66 percent of riders use a mobility aid.
- The overall rating for wheelchair passengers on the drivers' ability to secure the wheelchair and operate the wheelchair lift was high.
- Majority of customers use cash to pay their fare.
- Main purpose of trip is for a medical appointment other than dialysis or rehabilitation.
- Only 39 percent have internet access and only 30 percent have access to e-mail.
- 72 percent have a cell phone.
- Next steps:
 - Improve customer communications and outreach such as being clearer about the 20-minute pick-up window
 - Use results for trend analysis
 - Conduct survey every three years

Barbara Hasten asked if people were asked if they use fixed-route, paratransit, or both. Mr. Thompson said both were asked and only 39 percent use fixed-route.

Heinz Plischke asked how many buses there are. Ana Rivas, Superintendent, Bus Transportation, said she did not know, but would get an answer.

Bob Gomez asked if the survey was just for San Mateo County. Mr. Thompson said yes and the breakdown of responses is North County at 41 percent, Central County at 27 percent, South County at 20 percent and the Coastside at 12 percent.

Bill Lock asked if 56 percent of customers are presumably regular customers why the on-time performance (OTP) is not better. He asked if the routes and destinations are the same if things can be better planned since they are regular trips. Ms. Rivas said OTP is affected by several factors including traffic conditions, weather, etc.

Mr. Lock asked how the OTP is verified. Ms. Rivas said the vehicles have global positioning systems (GPS).

Ms. Heatley said it would be interesting to break down the categories of eligibility and status. She said the aging population is high and there are not a lot of alternatives for senior transportation. Ms. Heatley said there is no controlling the on-time as the previous passenger may have caused the delay. She said a passenger of this type may be having a bad day and the driver may need to move slowly and gingerly with them.

Charlotte Laughon asked what the ridership is on the Coast. Mr. Thompson said he can pull information on ridership and send it to the CAC.

Sonny Koya said about three years ago it was brought up that the paratransit service was not at the right level and asked if the metric has been reached. Ms. Rivas said the metrics are always exceeded for the different categories.

Mr. Thompson said the full survey results are on the SamTrans website if anyone is interested in looking deeper into them.

Judy McKie asked when a client calls in if the database shows the client needs a ramp. Ms. Rivas said as part of the eligibility the customer puts down if they use a wheelchair or has any special needs. A client's eligibility is renewed every three years and the client's information is updated accordingly.

Chair Baker asked about the languages the survey was conducted in. Mr. Thompson said the people contacted for the survey were from the database. Ms. Heatley said under Americans with Disabilities Act you are not allowed to ask specific questions like age, gender, etc.

Public Comment

Andy Chow, Redwood City, said SamTrans uses taxi providers for some of the services and asked if the survey separates out Redi-Wheels and RediCoast from taxis. Ms. Rivas said the survey took into account all users.

REPORT OF THE CHAIR

Chair Baker reported:

- Appointed Mr. Koya and Ms. Heatley for the selection of 2016 officers. They will report back at the January meeting.
- At the November Board meeting the fare increase was approved. He said he was a little disappointed that the final proposal was not made public until the meeting.
- The 2016 meeting calendar is available. No meetings have been cancelled, but the CAC can decide at a later date if they want to cancel a meeting.

SAMTRANS STAFF UPDATE

Ms. Rivas reported:

- October performance:
 - Average weekday ridership was 46,819, down 1.1 percent.
 - OTP was 83.4 percent, below the goal of 85 percent.
 - Complaints were low at 156.
 - Miles between road calls was 26,194.
 - Tokens continue to be popular.
 - There were 18 missed schedules.

Follow-up items:

- Service on Route 294 is being doubled on weekends. It will now be hourly instead of every two hours. This change will be effective January 11.

- Ms. McKie reported at the last meeting the metal bus sign was missing at California and Oak drives in Burlingame. It has been replaced.
- Two panels were reported missing from the shelter at El Camino Real and Howard Avenue. There is tree work going on adjacent to the shelter and once this work is complete facilities will schedule the work to replace the panels. Staff is checking with the California State Department of Transportation for status on the work.
- There was a request for a report concerning fixed-route wheelchair-related complaints. In the last 12 months 195 accessibility-related comments for SamTrans bus service (directly operated and contracted) were received. The most frequent category of complaint was operator. Not all complaints were determined to be valid. The breakdown of the 195 are 104 related to operator, 25 related to pass-ups, 11 service requests and 10 compliments. The operator category includes issues such as operator rudeness, not lowering the lift, not coming to a complete stop, and not waiting for the customer to be seated before departing from the stop. One person filed 27 comments.
- There was a request for an update on the three-bike racks on buses. Staff is looking to procure the bike racks and will let the CAC know when the first one is installed. The project will be split into two years. The cost per bike rack is approximately \$1,200 per bus. Installation will begin first on the articulated buses.
- There was a request for a map that indicates the amenities at stops. Staff doesn't have the capability to generate a GPS map with amenities.

CAC MEMBER COMMENTS/REQUESTS

Ms. McKie said she would like to see more grab straps on the older buses especially in the senior area.

Mr. Koya said he hopes tokens are not eliminated. Ms. Rivas said that staff is aware of the popularity and there are no plans in the immediate future to stop using them.

Mr. Koya said Pacific Gas and Electric has finished their project so the commuter parking is now available on Airport Boulevard and Linden Avenue. He said the two bus stops in Brisbane on Airport Boulevard and Old County Road and at Tunnel Avenue are being targeted with graffiti and etching in the glass. He hopes there will be funds in 2016 to replace them. Mr. Koya thanked staff for paying attention to his requests and the Board who has been attentive to the CAC's request, including routes 292 and KX into San Francisco.

Ms. Laughon asked if there has been any progress on shelters and more service on the Coastside. Ms. Rivas said Chester Patton, Director, Bus Transportation, spent a day with her looking at locations and provided a detailed report to the CAC. It is now with the planning department, but installing shelters is very costly and funds need to be found to install them.

Ms. Laughon said she was on Route 17, Bus 2109 and Route 112, Bus 409 and there were no routes 17 or 110 timetables on either bus. She said there are never any Route 17 timetables on buses.

Ms. Heatley asked if the CAC could review the bus stop improvement plan and if there is a better way to provide points of view so their views are taken into consideration. She asked what kind and how much service is provided in the Redwood Shores area.

Ms. Merriman asked when the increase in service for Route 294 starts. Ms. Rivas said January 11.

Mr. Lock asked if there is any update on Mr. Koya's request to move the bus stop at Bayshore near the Grocery Outlet. Ms. Rivas said she will forward the request to staff.

Mr. Lock said more passengers are being picked up at San Francisco International Airport going northbound and the amount of luggage can present a safety hazard. Ms. Rivas said there is a policy that passengers are allowed to bring a piece of luggage that they can hold. Mr. Lock said he is observing people bringing their luggage on the bus and leaving it at the front of the bus and sitting in the back.

Ms. Hasten asked why southbound Route 295 doesn't go up Hillsdale Boulevard and make a left at 37th Avenue instead of the current route which involves travelling down a lot of narrow streets to the hospital. Ms. Rivas said staff from different departments determined the best route to travel, including safety.

Ms. Hasten said Route 295 doesn't operate after 7 p.m. and this is very inconvenient.

Juslyn Manalo arrived at 7:30 p.m.

Mr. Gomez asked if there can be more shelters installed in East Palo Alto. Ms. Rivas said if there is a particular request he should let staff know the location. There is a lot that goes into having a shelter installed.

Mr. Koya would like to acknowledge the good work of MV Transportation and their staff for operating Route 292.

Ms. Laughon said she has been fighting for shelters on the Coast for over a year and there is not one shelter in the unincorporated Coast. Ms. Rivas said she knows Mr. Patton went with Ms. Laughon to look at locations and a presentation was given at the July 29 CAC meeting on the costs involved in installing and maintaining the shelters.

Juslyn Manalo asked if there can be free passes for seniors maybe through a private-public partnership to subsidize the fare. She asked if other cities are able to provide this type of pass why SamTrans can't.

Chair Baker thanked staff and MV Transportation for their hard work.

LIAISON REPORTS

a. SamTrans Board - John Baker

- Board received presentations on the paratransit survey results, social media activity and Caltrain.
- The Caltrain Holiday Train is this weekend, December 5 and 6.

b. SamTrans Accessibility Advisory Committee – Judy McKie

- Discussed the January fare increase and how it will affect people with disabilities and low-income customers.
- A gentleman was in a heavy-duty wheelchair and having an issue with loading. Staff has looked and are not sure what is causing the problem, but it may be the weight of the wheelchair.

c. Caltrain Accessibility Advisory Committee - Vacant

d. Peninsula Corridor Joint Powers Board (JPB) – Bill Lock – no report

e. Peninsula Corridor Joint Powers Board CAC – Vacant

f. Senior Mobility Action Plan – Vacant

NEXT MEETING:

The next meeting will be held January 27, 2016 at 6:30 p.m., 1250 San Carlos Avenue, Bacciocco Auditorium, 2nd Floor, San Carlos, California 94070.

Adjourned at 7:52 p.m.

San Mateo County Transit District 2016 Legislative Program

Purpose

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

The 2016 Legislative Program establishes the principles that will guide the District's legislative and regulatory advocacy efforts through the 2016 calendar year, including the second half of the 2015-16 State legislative session and 114th 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.

Objectives

The 2016 Legislative 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 and services.
2. Seek a regulatory environment that streamlines project delivery and maximizes the District's ability to meet transportation service demands.
3. Reinforce and expand programs that build and incentivize public transportation ridership, bike and pedestrian improvements, and transit-oriented developments.

Issues

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

1. Budget and Transportation Funding Opportunities
2. Transportation Projects - Funding Requests and Needs
3. 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 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.

Public Engagement Strategies

District staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2016 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 2016 Legislative Program.
3. Media Engagement
Build public awareness and communicate the District's legislative priorities by issuing press releases, organizing media events, and through the use of social media.

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STATE AND REGIONAL ISSUES

1. Budget and Transportation Funding Opportunities (State/Regional)

Issues and Background	Strategies
<p><u>General</u> State investment in transportation operations and infrastructure continues to be underfunded despite a rebounding economy and the stabilization of the State budget. While some existing revenues have been protected from diversion, other funds remain vulnerable, and although some State bond revenues are still available to fund specified transportation projects, over \$200 billion in new revenue will be required to meet the State's infrastructure needs over the next six years. Since the gas tax has not been increased or adjusted for inflation since 1994, its buying power has been diminished, further depleting resources available to maintain, let alone expand or improve the State highway system or transit needs.</p> <p>A statewide advisory committee has been established to assess the implementation of pilot program for a mileage-based user fee as an alternative to the gas tax.</p> <p>In addition, Governor Brown has called for a Special Session on Transportation, which will last through the end of the Legislative Session, to find revenues for local streets and roads maintenance and rehabilitation, the State highway system, and funding for public transportation.</p> <p><u>Existing Revenues</u> <i>Formula</i> 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</p>	<p><u>General</u></p> <ul style="list-style-type: none"> • Protect against the elimination or diversion of any State or regional funds that support San Mateo County transportation needs • Support State funding allocation requests for investments that benefit San Mateo County transportation programs and services • Work with statewide transit coalitions to identify and advance opportunities for funding that would support San Mateo County transportation priorities • 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 and support efforts to study Vehicle Miles Traveled tax as a potential revenue source • Support a funding package that will help address maintenance, rehabilitation, and congestion management needs in San Mateo County for programs that allow locals flexibility in leveraging funding for priority projects, such as congestion management and safety improvements on Highway 101, transit capital and operations, grade separations, bicycle and pedestrian programs, and local streets and roads <p><u>Existing Revenues</u> <i>Formula</i></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 San Mateo County's

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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 create livable communities.

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). The State estimates that the system may yield billions of dollars per year in revenues that will be allocated to various emissions-reducing projects and programs. 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 (approximately \$500 million) is subject to annual appropriation through the State budget process.

SamTrans is eligible for funding through the Low Carbon Transit Operations Program, the Transit and Intercity Rail Capital Program, and the Affordable Housing Sustainable Communities Program. Each programs requirements, oversight, and competitiveness vary. 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.

Ballot Measures and Voter Threshold

With over \$200 billion in unfunded transportation needs and funding from existing infrastructure bond measures waning, proposals for new local, regional and statewide

transportation services and programs

- Support legislation to maintain exemption for STA efficiency criteria
- Support legislation seeking to increase the sales tax on diesel, which serves as the primary source of funding for the STA program
- Advocate for the restoration of over \$1 billion in annual truck weight fee revenue and \$900 million in General Fund loan repayments, which can be used to support Measure A program priorities

Cap-and-Trade Revenues

- Work with the Administration and like-minded coalitions to secure the appropriation of additional cap-and-trade revenues to support San Mateo County transportation needs
- Support legislation and regional action that makes a broad array of San Mateo County emissions-reducing transportation projects, programs and services eligible for investment
- Protect existing cap-and-trade appropriations for transit operations and 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

Ballot Measures and Voter Threshold

- Engage in efforts to generate new local, regional or statewide transportation funding and support proposals that adequately benefit San Mateo County transportation needs

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transportation revenues are being discussed.

Despite broad-based majority support for dedicating additional revenue to transportation services and programs, efforts to generate new revenues are often unsuccessful due to the requirement that certain measures receive two-thirds supermajority support from the Legislature and/or voters.

In 2016, legislation may be considered that provides a framework for lowering the thresholds for the State or a city, county, special district or regional public agency to impose a special tax.

Other State or Local Funding Options

With the State's recent dissolution of redevelopment agencies, 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.

Various local jurisdictions around the State are looking to expand managed lane programs as a way of generating additional funding for highway maintenance and operations, and, possibly to support public transit in managed lane corridors.

- Oppose efforts to add burdensome restrictions on the expenditure of these revenues, such as requiring payment for maintenance costs on the State highway system
- 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

Other State or Local Funding Options

- Advocate for legislation that would create new local funding tools to support transportation infrastructure and services
- Support legislation that works to ensure revenues generated through managed lane projects remain in the County of origin
- 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 MTC's efforts to seeking authority for Bay Area voters to consider raising tolls on State- owned bridges to fund transportation improvements in bridge corridors (Regional Measure 3)

2. Transportation Projects – Funding Requests and Needs (State/Regional)

Issues and Background	Strategies
<p><u>General</u> 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</p>	<p><u>General</u></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

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capacity limits, and the demand for housing with easy access to public transit is increasing.

Caltrain Modernization Program (CalMod)

In 2012, the State Legislature appropriated \$705 million in Proposition 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 trains that will dramatically improve service between San Francisco and San Jose.

In order to progress on the Peninsula Corridor Electrification Project, supplemental funding MOUs with State and local partners needs to be pursued and finalized.

First and Last Mile Connections

Often times a barrier to taking public transit involves the difficulty in getting commuters on a transit system to their final destination that is not within walking distance. Transit agencies have supported various first and last mile transit options including bike share programs, vanpools, car share, shuttles, transportation network companies (such as Uber and Lyft), and new technology like e-bikes and e-scooters.

Grand Boulevard Initiative

The Grand Boulevard Initiative (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 the northern Daly City city limit 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.

Caltrain Modernization Program (CalMod)

- Advocate for the sale and allocation of Proposition 1A funding 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 Caltrain Modernization Program
- 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 Caltrain Modernization Program
- Work to address regulatory challenges that limit the implementation of solutions that will maximize Caltrain capacity and service benefits

First and Last Mile Connections

- 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

Grand Boulevard Initiative

- Support funding for GBI projects like complete streets, bike and pedestrian projects, parking improvements, signal improvements, sustainability features, and transportation demand management features.

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Transit-Oriented Developments (TOD)

TODs create benefits to individuals, communities, and the region by providing mobility options, increasing public safety, increasing transit ridership and reducing roadway congestion, reducing vehicle miles traveled, decreasing GHGs, conserving resource lands and open space, and providing much needed housing on the Peninsula.

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.

In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work will kick-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.

Transit-Oriented Developments (TOD)

- Advocate for policies that promote transit-oriented developments near major transit centers
- Support the State's GHG reduction goals by supporting TOD developments
- Support streamlining the process for TOD development
- Support State funding incentives for TOD development

Other 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 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

3. Regulatory and Administrative Issues (State/Regional)

Issues and Background

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 without affecting regulatory goals.

Strategies

General

- Support opportunities to remove barriers to, and improve the ability to conduct, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the District
- Oppose efforts to impose unjustified and burdensome regulations or restrictions on the District's ability to conduct efficient transportation operations, administration, planning and project delivery efforts

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Zero Emission Bus Purchase Requirement

Implementation of the State's zero emission bus purchase requirement has been delayed repeatedly, but will eventually be required to achieve the State's mandated greenhouse gas reduction goals and the Air Resources Board could set minimum purchase requirements as early as 2016.

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.

Sustainable Communities Strategies Implementation

In conjunction with AB 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.

Commuter Benefits Program Pilot

In 2012, SB 1339 authorized the Bay Area Air Quality Management District, and Metropolitan Transportation Commission to adopt a regional commute benefit program, applicable to employers with 50 or more employees, to promote alternative commute modes such as transit, ridesharing, bicycling and walking. As of June 2015, approximately 3,800 employers had registered with the program, of which 53 percent reported they were offering commuter benefits for the first time.

Zero Emission Bus Purchase Requirement

- Monitor Air Resources Board action on the implementation of the State's zero emission bus purchase requirement and support strategies that recognize and address the financial challenges associated with mandating the procurement of zero emission buses and other strategies supported by transit agencies to reduce fleet emissions

California Environmental Quality Act (CEQA)

- 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 environmental protection policy
- 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

Sustainable Communities Strategies Implementation

- Advocate for policies that provide adequate and equitable funding to support increased demand and dependence on San Mateo County's transportation services associated with the implementation of SB 375 and Plan Bay Area

Commuter Benefits Program Pilot

- Support legislation that extends the Commuter Benefit Program beyond December 31, 2016 when the pilot program is scheduled to end

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FEDERAL ISSUES

1. Budget and Transportation Funding Opportunities (Federal)

Issues and Background	Strategies
<p><u>Federal Appropriations and Tax Extenders</u> 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>Congress also considers legislation that governs tax issues including benefits provided to transit commuters. In recent years, provisions that grant transit users with commute benefits equal to the benefit that drivers receive have been allowed to expire.</p> <p><u>Surface Transportation and Rail Authorization</u> In 2015, Congress passed Fixing America's Surface Transportation (FAST) Act, a five year bill that establishes funding levels and Federal policy for the nation's highways and public transit systems through Fiscal Year 2020. While the FAST Act included significant benefits for transportation agencies, it did not address several critical issues including the long-term solvency of the Highway Trust Fund.</p>	<p><u>Federal Appropriations and Tax Extenders</u></p> <ul style="list-style-type: none"> • Partner with local, regional, State and national coalitions to advocate appropriation of the maximum authorized amount for programs that benefit San Mateo County's transportation services and needs • Work with local and regional coalitions to support requests for funding from discretionary programs • Advocate for the permanent extension of pre-tax transit commute benefits at a level equal to benefits that drivers receive <p><u>Surface Transportation and Rail Authorization</u></p> <ul style="list-style-type: none"> • Advocate for a dedicated source of revenue that ensures long-term solvency of the Highway Trust fund; allows for the expansion of Federal transportation funding to cover transit State-of-good-repair and other transportation expansion needs

2. Transportation Projects – Funding Requests and Needs (Federal)

Issues and Background	Strategies
<p><u>General</u> Support the efforts of partnering agencies to obtain Federal funding for transit projects in San Mateo County.</p>	<p><u>General</u> Work with Federal delegation members, as well as local, regional, and State coalitions to support the Federal funding requests for our partner transit agencies</p>

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<p><u>Bus and Bus Facilities</u> Currently SamTrans has roughly 135 buses that were purchased in 2002-2003 that are near the end of their useful life. Federal grant funding must be pursued to replace the existing fleet.</p> <p>In addition, the United States Department of Labor is releasing previously awarded grant funding until the State resolves the pending PEPR/ 13(c) conflict. Procurement of new buses is on hold until the issue is resolved.</p>	<p><u>Bus and Bus Facilities</u></p> <ul style="list-style-type: none"> • Advocate for additional funding for bus and bus facilities • Pursue a fix to the PEPR/13(c) issue that prohibits the United States Department of Labor from withholding grant funding for transportation projects, capital and operations
<p><u>Caltrain Modernization Program</u> The current Peninsula Corridor Electrification Project funding plan includes funding from several Federal funding sources including the Federal Transit Administration (FTA) Core Capacity Program. In October 2015, the JPB submitted the PCEP for consideration in the President's FY17 budget under the FTA Core Capacity Program. To receive the funds, the JPB will need a Full Funding Grant Agreement (FFGA) with the FTA. The Core Capacity funding is an important part of the PCEP funding plan that will keep the project on track to award contracts in 2016.</p> <p><u>Other Projects</u> Beyond the CalMod Program, the JPB 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>	<p><u>Caltrain Modernization Program</u></p> <ul style="list-style-type: none"> • Advocate for the PCEP to be included in the FY17 Core Capacity Program Presidential Budget and for a swift FFGA process with the FTA • Work with Federal delegation members, as well as local, regional, and State coalitions to support the PCEP requests for funding <p><u>Other Projects</u></p> <ul style="list-style-type: none"> • Support the allocation of Federal funding to advance implementation of Caltrain projects • Work with Federal delegation members, as well as local, regional, and State coalitions to support requests for Federal funding that will benefit transit service and ridership projects
3. Regulatory and Administrative Issues (Federal)	
Issues and Background	Strategies
<p><u>FAST Act and other Regulations</u> Under FAST Act, the United States Department of Transportation (USDOT) will issue guidance and conduct</p>	<p><u>FAST Act and other Regulations</u></p> <ul style="list-style-type: none"> • Monitor and review guidance and rulemaking proposals affecting FAST Act implementation and other transportation

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rulemaking to implement various regulatory changes.

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.

issues

- Collaborate with local, regional, State and national transportation advocacy groups to coordinate comments and advocacy efforts that support regulations that maximizes benefits for transportation programs, services and users

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