

Caltrain

Draft 2024 Legislative Program

Purpose

Legislative and regulatory actions have the potential to significantly benefit Peninsula Corridor Joint Powers Board / Caltrain (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 2024 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2024 calendar year, including the second half of the 2023-24 State legislative session and 118th 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 2024 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 Caltrain service with other agencies in the Bay Area.

Issues

The Legislative Program is structured to apply these core objectives to a series of regional, 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, staff 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 2024 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 2024 Legislative Program.
- Media Engagement
Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and using 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>General Funding Since March 2020, transit agencies were hit hard by the loss of ridership and revenue due to the COVID-19 pandemic. Caltrain ridership is returning but remains significantly lower than pre-pandemic levels, and significant additional funding is still needed to mitigate the pandemic’s impact for transit agencies.</p> <p>In 2022 2023, the state budget included \$2 billion in previously allocated TIRCP funds as well as \$1.1 billion in new ZETCP funding over the next four years that can both be used for either capital or transit operating expenses. significant new funding for transportation, with additional funds (\$4 billion) proposed for FYs 2023-24 and 2024-25. These funds are for capital projects and flow through the TIRCP.</p>	<ul style="list-style-type: none"> ● Direct advocacy for additional resources to secure state funding for transit systems and work to ensure committed funds materialize in the FY 2024-25 State Budget. ● Participate in state and regional efforts to award committed funds through the process set up in the FY 2023-24 State Budget (SB 125). ● Work with other regional transit agencies, and agencies statewide, to continue pursuit of additional sources of short- and long-term transit operations funding. ● Ensure that any new COVID relief funding suballocated through the region is based primarily on revenue losses, balanced with the needs of transit dependent riders. ● 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 legislative delegation, regional agencies, transit systems and transit associations 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 and infrastructure, including working with the CalSTA, CARB, and CEC on funding program requirements. ● Advocate for additional state funds to implement Caltrain’s grade separation program.
<p>Formula Funding In 2022 2023, transit formula funding continued its rebound from the lows of the COVID-19 pandemic, seeing new highs in some estimates. However, there remain are signs of a recession and the state budget continues to project funding</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. ● Support full and timely allocation of the Agency’s STIP share. ● If possible, participate in CalSTA’s Transit Recovery Task Force and support CTA efforts to engage the Legislature on TDA reform and the review of performance measures for transit.

shortfalls, which may have negative impacts on core transit 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 and adhere to the State's mandate of reducing greenhouse gas emissions, and creating livable communities.

~~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 as well as several more significant and permanent changes to TDA such as adding additional exemptions for on-demand service, cost of security, transitioning to zero emission operations, and more. In 2023, the TDA conversation will continue to assess more holistic changes to TDA for introduction in 2024 to maximize flexibility for maintaining and expanding service. The Agency is part of the working group. In 2023, the Agency will support the California Transit Association's efforts to extend the temporary relief.~~

<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>	<ul style="list-style-type: none"> • Monitor efforts to extend the Cap-and-Trade program beyond 2030 and any impacts the 2030 date will have on upcoming TIRCP cycles. • 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 explore Cap-and-Trade as a potential source for additional operating funds.
<p>Voter Threshold In 2024, ACA 1 will appear on the November General Election ballot and ask voters to lower the vote-threshold to fund public works projects, including for transportation, from two-thirds to 55 percent. There is also an effort, sponsored by the California Business Roundtable attempting to increase the voter threshold for certain taxes and make it harder to raise state and local revenues. 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"> • Monitor ACA 1 and other initiatives related to revenue generation as they head to the November 2024 ballot. • 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 and monitor local efforts to use the initiative process to place measures on the ballot with lower voter thresholds. • Oppose efforts to make it harder for local agencies to raise revenues through voter-approved revenue measures.
<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</p>	<ul style="list-style-type: none"> • Participate in state and regional efforts to establish authorizing legislation for a regional funding measure and ensure Caltrain receives ongoing operating and capital support from any regional measure.

<p>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. This effort is once again underway and MTC has established a work group to explore potential avenues for funding.</p> <p>MTC is kicking off a listening tour regarding a potential future regional ballot. Many details about the timing, funding mechanism and expenditure plan are still being discussed.</p> <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"> ● 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. ● 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 development, retention, and 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. ● Work to ensure the agency is at the table and appropriately funded as part of any potential regional funding measure. ● 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.
<p>Transportation & Housing Connection Given the housing shortage crisis, there have been various efforts at the State and regional level to link housing and zoning with transportation funding. The Surplus Lands Act which governs the disposition of government owned property is likely to be amended in the next legislative cycle.</p>	<ul style="list-style-type: none"> ● Evaluate state or regional efforts that directly link transportation funding to housing and provide for higher density housing projects near transit stations. ● 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). ● Advocate where necessary for the Agency to be able to develop its property in the manner most beneficial to Agency needs and goals.

Transportation Projects	
<p>General Pre-pandemic, as the Bay Area’s population continued to grow, the region’s transportation infrastructure was strained. Although transit ridership remains far below pre-pandemic levels, we expect riders to return to public transit once major employers along the corridor bring their employees back to the office. We are already seeing highways, local streets and roads becoming heavily congested. Despite the pandemic, the demand for housing with easy access to public transit continues to grow.</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 equitable transportation and mobility in the Bay Area. • Support legislation that assists the Agency in its efforts to recruit and retain employees.
<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 between major transit centers and their final destination. • Support the development of new and innovative first and last mile options and support increased funding opportunities for first and last mile projects. • Advocate for policies that promote transit-oriented developments in ways that compliment transit services. • 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>Electrification Project In 2012, the State Legislature appropriated 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,</p>	<ul style="list-style-type: none"> • Direct advocacy to support allocation of one time general fund money, TIRCP, cap and trade, or other State funding, to fill the funding gap for the Electrification project to ensure timely completion of the project by 2024. • 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 Electrification Project.

regional, state, and federal funding sources to electrify the corridor, install an advanced signaling system, and replace 75% of Caltrain's aging diesel trains with electric trains that will dramatically improve service between San Francisco and San Jose. **In 2023, Caltrain was awarded over \$500 million in state and federal funding to complete the electrification project and purchase additional trainsets.**

The Electrification Project 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 the 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.

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

- 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.
- 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.
- ~~• Work with Caltrans and CalSTA to secure funding for pilot projects for BEMU testing and deployment.~~
- **Engage CARB to ensure Caltrain secures access to the Low Carbon Fuel Standard for its electrified service.**
- Work with CARB to ensure that its regulatory actions do not impede delivery of Caltrain's electrification project.

<p>on service priorities during and after the COVID-19 pandemic.</p> <p>High-Speed Rail Blended System 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. Current timeline for HSR on the corridor is 2033.</p>	
Legislative, Regulatory, and Administrative Issues	
<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 without affecting regulatory goals. Recently, there have been calls for a more coordinated and streamlined transit system in the Bay Area.</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. • Engage with MTC, the Legislature, and stakeholders on policies stemming from MTC’s Blue Ribbon Transit Recovery Task Force’s Bay Area Transit Transformation Action Plan, the “Seamless” Bay Area efforts, and the implementation of SB 125 • Ensure that new requirements impacting transit agencies support improved connections with other transit system and don’t result in tradeoffs that have unintended consequences for key transit riders and stakeholders. • Work with the Administration to ensure guidance considers impacts on transit operations and the ability to meet transit rider mobility needs.
<p>California Environmental Quality Act (CEQA) Several regional and statewide transportation organizations continue working to modernize CEQA</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

<p>and minimize unnecessary delays during the environmental review process. In 2020, legislation was passed (SB 288) providing a series of temporary statutory exemptions for transit and active transportation projects under CEQA. In 2022, legislation was passed (SB 922) to extend these exemptions through 2030.</p>	<p>advantage transportation projects, including bicycle, pedestrian, and transit-oriented development projects.</p> <ul style="list-style-type: none"> • Monitor the implementation of, and opportunities related to, SB 922 (Wiener).
<p>Public Employees’ Pension Reform Act (PEPRA) In 2023, the United States District Court issued a permanent injunction against USDOL relying on implementation of PEPRA by California transit agencies to deny certification of federal transit grants owed to California transit agencies. While this permanent injunction has ensured that California transit agencies continued to receive their federal transit grants, USDOL and the ATU have appealed the District Court’s ruling to the United States Appellate Court for the Ninth Circuit. the United States Department of Labor issued new policy asserting that the implementation of PEPRA by California transit agencies precludes the department from certifying federal transit grants owed to California transit agencies. This policy, if implemented fully by USDOL, would lead to the withholding of potentially billions of dollars in federal funding to California transit agencies, including the Agency.</p>	<ul style="list-style-type: none"> • Monitor the appeal of the District Court’s ruling. Engage, as appropriate, the State of California, delegation, sister agencies, and transportation associations to prevent the withholding of the certification of federal transit grants owed to the Agency due to the implementation of PEPRA by transit agencies.
<p>Sustainable Communities Strategies ImplementationIn conjunction with AB 32 and SB 32 implementation, the Sustainable Communities and Climate Protection Act (SB 375) requires</p>	<ul style="list-style-type: none"> • 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.

<p>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. The final Plan Bay Area 2050 was adopted in 2021.</p>	<ul style="list-style-type: none"> • Ensure any planning, development, or policy proposals are consistent with the Agency’s policies and planning. • Support efforts to ensure transit agencies are eligible for climate resiliency program funding.
<p>Executive Orders Related to GHG Emissions: Since taking office, Governor Newsom has issued two Executive Orders – N-19-19 and N-79-20 – calling 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.</p> <p>Building on the executive orders above, in 2021, CalSTA adopted the Climate Action Plan for Transportation Infrastructure (CAPTI), which details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety, and equity.</p>	<ul style="list-style-type: none"> • Work to ensure state and federal funds are made available transportation agencies to achieve the goals outlined in the orders. • Engage in the State’s efforts to address the transit-specific goals outlined in the executive orders, protecting transit agencies from any negative impacts stemming from the executive orders (e.g. additional mandates without funding, changes to funding guidelines that might disadvantage transit projects).
<p>CARB In-Use Locomotive Regulation: To meet Executive Order N-79-20 and achieve 100% zero emissions from off-road vehicles and equipment operations in the state by 2035, CARB anticipates adopting the passed the In-Use Locomotive Regulation. As currently drafted it would The Regulation requires all owners, operators, sellers, leasers, renters, or manufacturers to create</p>	<ul style="list-style-type: none"> • Work to ensure funding programs are available to support transition to new technology. • Work with CARB to ensure their approval of Caltrain’s AFMO. • Work to ensure that CARB complete a market and technology assessment that encompasses all information on the limitations and barriers for passenger rail agencies. • Work to support pilot projects for zero-emissions rail technologies such as BEMUs funded by the state.

<p>spending accounts (based on emissions level and amount of work performed in California) for zero-emission loco purchases as early as 2023. The Regulation also creates alternative compliance pathways, including an Alternative Compliance Plan and an Alternative Fleet Milestone Option. As of the drafting of this program, Caltrain is pursuing compliance with the Regulation through the AFMO.</p>	<ul style="list-style-type: none"> • Participate in CARB's rulemaking effort and advocate for workable solutions for passenger rail with staff and Board members. • Support efforts for an alternative pathway with individualized agency plans.
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Federal	
Funding Opportunities and Challenges	
<i>Issue / Background</i>	<i>Strategy</i>
<p>Federal Appropriations</p> <p>In 2022, transit agencies continued to be impacted by the loss of ridership and revenue due to the COVID-19 pandemic. While federal emergency relief funding (CARES Act, CRSSA, and the American Rescue Plan) provided some relief in the near term, significant additional funding is needed to mitigate the pandemic's long-term impact.</p> <p>Every year, Congress adopts several 12 appropriations bills that cover 12 major issue areas, fund the federal government during the federal fiscal year (October 1 – September 30), including the Transportation, Housing, and Urban Development bill. These measures provide the</p>	<ul style="list-style-type: none"> • Advocate for funding for the Caltrain Electrification Project in the FY 23/24 FY 24/25 Appropriations bill. • 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. • Communicate frequently with the Agency's federal delegation and key appropriators on the needs or concerns of pending appropriation bills.

<p>funding for federal agencies to spend money for the programs they administer.</p> <p>In September of 2022 2023, Congress passed a continuing resolution (CR) to keep federal agencies roughly funded at the same level as the previous fiscal year, through December 16, 2022 November 17, 2023. Congress must either pass all the individual FY 2024 appropriations bills and Omnibus Appropriations to include the Transportation, Housing and Urban Development bill, or another CR by November 17 in order to prevent a federal government shutdown.</p>	
<p>Tax and Finance Congress 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 Agency projects and the efforts of partnering agencies to obtain federal funding for the Agency’s related transit projects.</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 Agency projects and for our partner transit agencies on projects that provide complimentary services for the agency.
<p>Caltrain Electrification Project The current Project funding plan includes funding from several federal funding sources including the FTA Capital Investments Grant Program and Community Project requests. The Project has a funding gap that requires additional financial resources.</p> <p>Positive Train Control (PTC) is a federal mandate. The current Caltrain Positive Train Control (PTC)</p>	<ul style="list-style-type: none"> • Work with federal delegation members, as well as local, regional, and state coalitions to fill the Electrification Project funding gap through formula funding, discretionary grants, and the annual appropriations bills. • Advocate for additional PTC funding for 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-related projects. • Advocate for funding and policies to support grade separation projects.

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

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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 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>High-Speed Rail Blended System 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. In 2022, HSR will likely finalize the EIR for the northern Caltrain corridor and request additional allocation of Prop 1A resources for the Central Valley work. 2024, HSR will be pursuing full environmental clearance for San Francisco to Los Angeles.</p>	
<p>Legislative, 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 without affecting regulatory goals.</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>Infrastructure Investment and Jobs Act (IIJA) Implementation In November 2021, Congress approved and the President signed into law the IIJA, includes \$550 billion in new formula and grant funding for infrastructure investment, including for roads and bridges, rail systems, bus systems, drinking water and clean water, the electric grid, and other programs. MTC estimates</p>	<ul style="list-style-type: none"> • Advocate for federal funds through IIJA for Agency projects and plans. • Monitor and review guidance and rulemaking proposals affecting IIJA 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 IIJA funding and implementation.

<p>that the Bay Area will receive at least \$4.5 billion in formula fundings from IIJA.</p>	
<p>Inflation Reduction Act (IRA) As a result of the passage of the IRA, federal agencies will be are tasked with program implementation, granting them broad authority over the deployment of funding. While focusing mainly on energy production, tax, and healthcare, the IRA provides some funding for low-emission transportation technologies.</p>	<ul style="list-style-type: none"> • Monitor closely and act as needed during Administration implementation of provisions that may have a significant impact on transit / transportation projects and programs. • Advocate for funding for the Agency's projects and needs.
<p>FAA Rule 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 final FY 2021 Omnibus Appropriations bill includes report language 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>	<ul style="list-style-type: none"> • Support efforts to protect the ability of local and state governments to determine how general sales tax measures are allocated. • Continue to advocate for report language in the annual appropriations bills and support legislative changes that would permanently respond and clarify the issue. • Support the State of California in its efforts to address FAA's requests.