

# Caltrain State and Federal Legislative Update

JPB AMP Meeting  
May 29, 2024



# Federal

- Caltrain staff visited Washington, DC
- Support position on HR 7039
  - Requires U.S. Department of Transportation to establish a grant program to support operating projects for public transportation and related service improvements, particularly in underserved communities and areas of persistent poverty.
  - Authorizes \$20B annually for four years in federal funds for public transportation operating expenses

# State

- State Budget

- Governor Newsom released the California Budget May Revision for the 2024-25 Fiscal Year.
- Preserves the \$5.1B transit package (including \$25M proposed allocation by MTC to address Caltrain's operating deficit in FY 2026) and authorizes the release of the first \$2.4B
- Proposes the elimination of \$114 million for 3 grade separation projects on the Caltrain Corridor in Burlingame, Mountain View and Palo Alto.
  - Caltrain along with city and county transit authority partners are submitting a letter to Governor Newsom urging maintaining funding.
  - Senator Becker held a press conference on Tuesday, May 28, at the Burlingame Broadway Train Crossing

- Bills with Support positions

- AB 2503 (Lee)
- AB 1837 ( Papan)
- AB 817 (Pacheco)

# Regional Transit Revenue Measure

# SB 1031 Updates

TOPIC	UPDATES
<b>Expenditure</b>	<ul style="list-style-type: none"> <li>Increases minimum “county benefit” from 70% in Years 1-5 to 90% starting in Year 6</li> <li>MTC would create expenditure plan “in consultation with” county transportation authorities.</li> <li>Requires approval of expenditure plan by a (1) majority of the county transportation agencies where measure is proposed for placement on ballot and (2) those agencies must represent a majority of the population where measure would apply.</li> </ul>
<b>Consolidation</b>	<ul style="list-style-type: none"> <li>Creates a separate definition for "enhanced coordination."</li> <li>Added and/or "enhanced coordination" wherever consolidation is listed</li> <li>Revised the requirement so the report now needs to identify opportunities for either consolidation or enhanced coordination of two or more agencies, and provide specific recommendations for both, rather than just focusing on consolidation.</li> <li>Ensures that coordination is always considered as an alternative to consolidation in the assessment or report</li> <li>Still not contingent on a measure passing and still not funded.</li> </ul>
<b>Sonoma/Marin County Updates</b>	<ul style="list-style-type: none"> <li>Defers placement of measure on ballot in Marin and Sonoma Counties until 2028</li> <li>Mandates inclusion of SMART to Cloverdale in the network and financial element of the regional transportation plan/sustainable communities strategy by 4/1/25</li> <li>Requires backfill of SMART operating and capital expenses if a SMART renewal measure fails and Marin and Sonoma participate in the measure</li> </ul>
<b>MTC Authority</b>	<ul style="list-style-type: none"> <li>Provides that MTC’s authority to condition funds on operators complying with transit coordination policies applies only to the portion of funds (45%) that are dedicated to Transit Transformation.</li> <li>Limits the Commission’s ability to issue bonds to revenues generated by the regional transportation measure and for capital improvements.</li> </ul>

# Additional Updates

TOPIC	UPDATES
<b>Connectivity Program</b>	<ul style="list-style-type: none"><li>• Revises the Connectivity Program to convert it to a block grant program to county transportation agencies, or a congestion management agency in a county that doesn't have a county transportation agency.</li><li>• Adds Safe Routes to Schools programs as eligible for funding from the Safe Streets program and active transportation projects as eligible for the Connectivity Program.</li></ul>
<b>Conflict w/Local Tax Measures</b>	<ul style="list-style-type: none"><li>• Sets a 30-year maximum sunset date for the duration of a regional transportation measure authorized by the bill.</li><li>• Sets a \$1.5 billion intended annual revenue amount for the measure, but caps the sales tax at one-half of 1 percent.</li><li>• Provides that regional measure funds shall not supplant any local, regional, state, or federal funding.</li><li>• Sets a January 1, 2041 expiration date on option for Commission (or voters via initiative) to place a measure on the ballot.</li></ul>

# Timeline

- Timeline
  - Passed CA Senate on 5/24
  - July 3: SB 1031 must pass Assembly Policy Committees (likely Asm. Transportation and Asm. Revenue Taxation Committees)
  - August 16: SB1031 must pass Assembly Appropriations Committee
  - August 31: SB1031 must pass Assembly Floor (Majority vote) and concurrence vote on Senate Floor if amended
  - September 30: Last day for Governor to sign or veto bills

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