

Caltrain State and Federal Legislative Update

JPB Board Meeting
June 6, 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
- Congressionally Directed Spending Requests
 - Senator Padilla is advancing: South Santa Clara County Wi-Fi \$3.3M; Broadway Grade-Separation \$2.5M; Diridon Station \$3.5M
 - Senator Butler is advancing: Broadway Grade Separation \$10M; Diridon Station \$3.5M
 - Congressman Mullin is advancing: Broadway Grade Separation \$5M
 - Congresswoman Eshoo is advancing: Quad Gates in Menlo Park \$3.74M

State

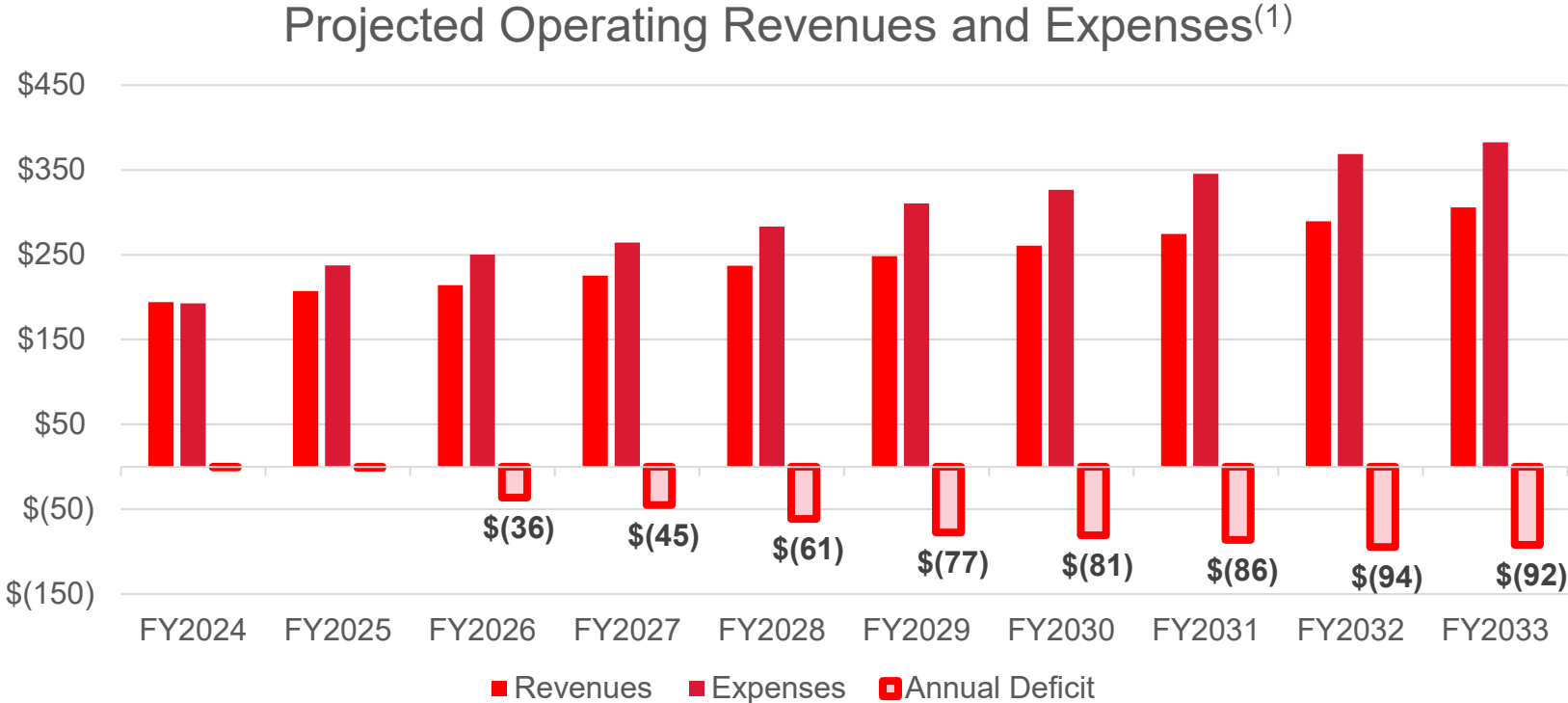
- State Budget
 - Governor Newsom released the California Budget May Revision for the 2024-25 Fiscal Year.
 - Preserves the \$5.1B transit package (including \$25M proposed allocation by MTC to address Caltrain's operating deficit in FY 2026) and authorizes the release of the first \$2.4B
 - Proposes 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 submitted a letter to Governor Newsom urging maintaining funding.
 - Senator Becker held a press conference on May 28
- Bills with Support positions
 - AB 2503 (Lee)
 - AB 1837 (Papan)
 - AB 817 (Pacheco)

Regional Measure Bill: SB 1031

- Last week, Senators Wiener and Wahab announced that they are withdrawing SB1031 from consideration for this year.
- Senator Wiener:
“We worked very hard over the course of this year to try to build consensus within the region around this measure. It became clear that we didn’t have enough time to get that done this year...My hope is that by late 2024 we’ll at least have a structure in place so we can be optimistic about 2025 and give the (transit) operators that same optimism.”
- Senator Wahab:
“It’s very simple. Bay Area public transit needs consolidation, better governance, and efficiency over service and funding. Riders deserve that, and stakeholders need to prioritize these efforts to save public transit.”

Caltrain Projected Operating Deficits

(Updated Feb 2024)



- Notes: FY26 does not include \$25M in State funds planned from MTC in FY26. Includes Measure RR allocation for SOGR of \$15M annually beginning in FY26. Numbers subject to change.



Future Considerations



- New Regional Measure (2025)
- Member Agency Contributions
 - Before Measure RR, counties contributed to operating budget based on AM boardings
 - 2023 Boardings: SCC 42%; SMC 37%; SFC 21%
- New Caltrain Measure
- Other External Fundings Options
- Cost Control and Revenue (Fares, Service, FTEs, and operating contract efficiencies etc.)

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FOR MORE INFORMATION

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