

# Caltrain State and Federal Legislative Update

JPB AMP Meeting  
November 20, 2024



# Federal

- **Election Overview**

- Former President Trump was elected as the next US President and Republicans have House and Senate Majority

- **Transportation-Related Updates**

- Former Congressman Sean Duffy was named as choice for Secretary of Transportation
- House T&I Committee Chair Sam Graves is seeking a waiver to retain his position. Rep. Crawford has announced his candidacy for chairman.

- **Additional Updates**

- Senator Thune will be next Senate Majority Leader
  - Previously served as the railroad director of South Dakota and Chairman of Senate Committee on Commerce, Science, and Transportation

# State

- **Legislative Update**
  - On Nov 7, Governor Newsom convened a special session of the Legislature to determine how best to navigate the new Federal Administration
  - The Legislature is now adjourned until December 2
  - We expect 34 new legislators in the Senate and Assembly when the Legislature reconvenes for the 2025-26 Legislative Session
- **CARB Update**
  - On Nov 8, CARB adopted amendments to the LCFS program that update reporting requirements and set targets to reduce the carbon intensity of CA's fuel pool by 30% by 2030 and by 90% by 2045
  - This program is anticipated to be an important financial source for addressing Caltrain energy costs

# Regional Measure Update

- MTC will have a special meeting Dec 9
- Expected to discuss similar material to what was presented at the Nov 8 Legislative Committee meeting
- 2 primary options now being considered:
  - **Scenario 1A:** Transit-only measure in A, CC, SF and SMC (with SCC given the option to participate). 10 years. ½ cent sales tax. Distributed based on fare loss. \$562 million/year. (SCC may run own measure but commit to Caltrain portion)
  - **Hybrid:** Same 4-counties with opt in option for other 5 if SCC opts in. 30-year measure that would generate sufficient funding to make investments in infrastructure in addition to a higher transit funding level. ½-cent sales tax plus a 9-cent per building square foot parcel tax.

# Draft Legislative Program

# Draft 2025 Legislative Program: Major Issues

- **Funding**
  - Funding for transit operations and capital needs
  - Cap-and-Trade reauthorization, GHG reduction and zero-emission transition-related funding
  - Potential funding measures
- **Project and Program Implementation**
  - Equitable transportation and mobility solutions
  - Transit-oriented development and transit demand management
  - Caltrain Business Plan and CHSRA connectivity and blended system
- **Legislative and Regulatory Actions**
  - PEPRA
  - CARB regulations and programs and CEQA modernization
  - Caltrain's regenerative braking energy

# Regional Measure Issue

- Advocate for new regional and local funding tools to support public transportation operations, infrastructure and services and work to ensure the agency is prioritized and appropriately funded as part of any potential regional funding measure.
  - a. If a legislative authorization pathway for a funding measure is pursued, such a vehicle should include:
    - i. Appropriate levels of funding for Caltrain operations;
    - ii. Flexibility;
    - iii. Simplicity; and
    - iv. Focus on voters.

# Caltrain-Only Measure Authority

- Enable the option for the agency to seek sustainable local funding for the agency's transit operations, including the ability to place a transit funding measure on the ballot within the agency's service territory.
- Staff preference is regional measure option, this would just provide a mechanism for Caltrain if needed.



# Regenerative Braking Issue

- Work with the California State Legislature and Caltrain's energy distribution and supply partners to develop a solution, which may include legislation, that ensures Caltrain receives fair credit for the energy generated through regenerative braking of electric trains.

# Comments or Questions?

# Contacts

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