

# ***Receive State and Federal Legislative Update***

**JPB AMP Committee  
May 27, 2026**



# Federal: Surface Transportation Reauthorization

## Surface Transportation Reauthorization - "BUILD America 250 Act"

- House T&I draft provides ~\$470B in guaranteed surface transportation funds over 5 yrs, below IIJA levels
- Bay Area core formula fund sources Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) programs protected
- Eliminates competitive railcar replacement grant, and Carbon Reduction & PROTECT programs
- Transit funding levels relatively stable, but exact formula fund impacts and distribution remain uncertain
- Includes significant bridge investment but focus is on highways
- Intercity and passenger rail funding significantly reduced compared to IIJA-era levels
- Rail Safety Act Issues Included at Mark Up
  - Requires deployment of wayside detectors which could impact Caltrain

# Federal: Surface Transportation Reauthorization

## 5307 Formula Funds (House Proposal)

- FY 2027 \$7,745,474,000 (+10.2%)
- FY 2028 \$7,869,922,000 (+1.6%) and then +1.6%/year through FY 2031
- Past FY 2027, increases outpaced by inflation
- New Requirements:
  - Transit agencies must spend >1% on crime prevention and security projects
  - Transit agencies must spend >1% on projects to improve accessibility for individuals w/ disabilities

## CIG Authorization Levels

- \$3 billion per year in FY 2027 through FY 2031.
- No advanced appropriations for CIG

# Federal

## Rail Safety Legislation

- H.R. 7748 – Rail safety: new requirements for hazmat transport, rail defect detection, crew and tank-car standards, emergency response planning, and blocked crossing oversight, and expanded federal rail safety research and grant programs.

## Appropriations

- Sen. Schiff submitted Caltrain's Safety Enhancements Project for \$5M community project request
- Rep. Liccardo has included \$1M and Rep. Mullin has \$250k for Caltrain's Safety Enhancements Project in THUD bill
- House THUD bill - \$16.51B in total budgetary resources for FTA, \$201M below the FY26 enacted levels

# State: May Revise

## **May Revise Budget Summary** (Budget deadline June 15)

- Revenues projected up from January by ~\$16B, driven by stronger personal income tax receipts
- Proposes using higher revenues to mitigate outyear structural deficits and preserve reserves
- Continues to exclude the scheduled SB 125 transit appropriation
- No updated forecast or guidance regarding GGRF revenues
- Silence on public transit operating and capital funding priorities leaves uncertainty re: state support

# State: Legislation

- **Bills with Support Positions**
  - **SB 1375 (Cortese)** – CEQA exemption that would apply to Diridon Station Project.
  - **AB 1941 (Gonzalez)** – Additional penalties/tools to combat organized metal theft.
  - **AB 2308 (Haney)** – Expanded financing tools for TJPA
- **Bills with Oppose Positions**
  - **SB 667 (Archuleta)** – Wayside detectors on rail corridors used by freight trains.
- **Bills of Interest**
  - **AB 2074 (Haney)** – New land use standards and loan program for high-density, TOD in large cities

# State: Cap-and-Invest Amendments

## CARB Proposed Amendments

- CARB proposed amendments to the Cap-and-Invest program that would cut GGRF funding \$2B+
- **Proposal would decimate key GGRF programs in Tier 3: TIRCP, LCTOP, and AHSC**
- Caltrain would lose \$2.5 million annually in LCTOP that can be used for operations
- TIRCP has been most significant state grant program for Caltrain electrification & capital projects
- Caltrain working with CTA and broader coalition to oppose changes
- Engaging our legislative delegation, BAAQMD Board Members, and local leaders to urge CARB to revisit this proposal.
- **The CARB Board Meeting will take place May 28-29.**

FOR MORE INFORMATION

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