



BOARD OF DIRECTORS 2025

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Agenda

Peninsula Corridor Joint Powers Board

Advocacy and Major Projects (AMP) Committee Meeting

August 27, 2025, 3:30 pm

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

Committee Members: Steve Heminger (Chair), Margaret Abe-Koga (Vice Chair), Jeff Gee

Members of the public may participate remotely via Zoom at <https://us02web.zoom.us/j/84582532747?pwd=dGdjV3lQVW1RUGUyZk9SSmI6aXZRZz09> or by entering Webinar ID: **845 8253 2747**, Passcode: **268109**, in the Zoom app for audio/visual capability or by calling 1-669-444-9171 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <https://www.caltrain.com/video-board-directors>.

Members of the public also may participate in person at: San Mateo County Transit District, Bacciocco Auditorium - Second Floor, 1250 San Carlos Avenue, San Carlos, CA, 94070 or any other noticed location.

Public Comments: Written public comments may be emailed to publiccomment@caltrain.com or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any AMP Committee correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly AMP Committee correspondence reading file, posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

Verbal public comments will also be accepted during the meeting in person and through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak, and callers should dial *6 to unmute themselves when recognized to speak.

Each public comment is limited to two minutes. The Committee Chair has the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Note: All items appearing on the agenda are subject to action by the Committee. Staff recommendations are subject to change by the Committee.

August 27, 2025 - Wednesday

3:30 pm

All items to which [Government Code section 84308](#) applies have been marked with an asterisk.

A double asterisk indicates that one or more Directors of the JPB serve on the governing board of a public agency with which the JPB proposes to contract. Under Government code section 1091(a)(9), this relationship is considered to be a noninterest but it must be disclosed.

1. Call to Order
2. Roll Call
3. Pledge of Allegiance / Safety Briefing
4. Public Comment on Items Not on the Agenda
Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff to reply.
5. Approval of Meeting Minutes of April 23, 2025 Motion
6. Authorize Execution of Funding Agreements with Santa Clara Valley Transportation Authority (VTA) for Use of Metropolitan Transportation Commission (MTC) Regional Measure 3 and Measure B Funds for the Environmental Phase of the Diridon Station Redevelopment Project and Amend the Fiscal Year 2026 Capital Budget to Increase It From \$34,831,992 to \$66,491,608 Motion
7. Award a Contract for Diridon Station Redevelopment Project Environmental Phase Services to ICF Jones & Stokes, Inc. for a Total Not-To-Exceed Amount of \$21,101,357 for a Three-Year Base Term, with up to Two Additional One-Year Option Terms for up to \$1 Million per Option Year Motion
8. Receive State and Federal Legislative Update Informational
9. Committee Member Requests
10. Date/Time of Next Regular AMP Committee Meeting: Wednesday, September 24, 2025 at 3:30 pm.
The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.
11. Adjourn

Information for the Public

All items appearing on the agenda are subject to action by the Committee. Staff recommendations are subject to change by the Committee. If you have questions on the agenda, please contact the JPB Secretary at 650.551.6108. Agendas are available on the Caltrain website at <https://www.caltrain.com>. Communications to the Board of Directors can be e-mailed to board@caltrain.com.

Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电1.800.660.4287

Date and Time of Board and Committee Meetings

JPB Board of Directors: First Thursday of the month, 9:00 am; JPB Finance Committee: Two Mondays before the Board Meeting, 2:30 pm. JPB Technology, Operations, Planning, and Safety (TOPS) Committee: Two Wednesdays before the Board meeting, 1:30 pm. JPB Advocacy and Major Projects (AMP) Committee: Two Wednesdays before the Board meeting, 3:30 pm. The date, time, and location of meetings may be changed as necessary. Meeting schedules for the Board and Committees are available on the website.

Location of Meeting

Members of the Public may attend this meeting in person or remotely via Zoom. Should Zoom not be operational, please check online at <https://www.caltrain.com/about-caltrain/meetings> for any updates or further instruction.

Public Comment*

Members of the public are encouraged to participate remotely or in person. Public comments may be submitted by comment card in person and given to the JPB Secretary. Written public comments may be emailed to publiccomment@caltrain.com or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any AMP Committee correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly AMP Committee correspondence reading file, posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

Oral public comments will also be accepted during the meeting in person or through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Committee Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation

Upon request, the JPB will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448.

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that is distributed to a majority of the legislative body, will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.

**Peninsula Corridor Joint Powers Board
Advocacy and Major Projects (AMP) Committee
1250 San Carlos Avenue, San Carlos, CA 94070
DRAFT Minutes of April 23, 2025**

Members Present: Jeff Gee, Steve Heminger (Chair)

Members Absent: Margaret Abe-Koga

Staff Present: J. Baker, M. Bouchard, J. Brook, D. Chazan, C. Fromson, J. Harrison,
M. Jones, L. Lumina-Hsu

1. Call to Order

Chair Steve Heminger called the meeting to order at 3:31 pm.

2. Roll Call

JPB Deputy Secretary Loana Lumina-Hsu called the roll and confirmed a quorum was present.

3. Pledge of Allegiance / Safety Briefing

Chair Heminger led the Pledge of Allegiance.

4. Public Comment on Items not on the Agenda

Aleta Dupree commented on Clipper 2.

Adrian Brandt commented on the lack of Clipper card readers onboard trains.

Adina Levin, Friends of Caltrain and Seamless Bay Area, commented on Clipper 2 delayed release and the limited charge capacity of Clipper handheld readers.

5. Approval of Meeting Minutes for March 26, 2025

Motion/Second: Gee/Heminger

Ayes: Gee, Heminger

Noes: None

Absent: Abe-Koga

**6. Receive State and Federal Legislative Update and Consider Positions on Legislation:
Assembly Bill 476 (Gonzalez) and Senate Bill 63 (Wiener)**

Jason Baker, Director, Government and Community Affairs, provided the presentation, which included the following:

Federal:

- House and Senate working on reconciliation package to be ready by Memorial Day
- Tariffs impact on railroad uncertain
- 15-earmark limit for Fiscal Year 2026

- Executive order targeted towards clean energy could impact TIRCP (Transit and Intercity Rail Capital Program), LCTOP (Low Carbon Transit Operations Program), high-speed rail funding, and LCFS (Low Carbon Fuel Standard) program

State:

- Governor noted surge in Caltrain ridership
- On April 15, Governor announced will seek extension of cap-and-trade program
- Staff tracking and supporting \$2 billion budget request
- Assembly Bill (AB) 1372 (Papan) Caltrain Energy Bill to be heard April 30
- AB 1074 pulled from Committee and not moving forward
- Senate Bill (SB) 30 (Cortese) – amendments, such as limiting on-track equipment to locomotives, suggested
- AB 476 (Gonzalez) – copper wire theft protection; important for Caltrain infrastructure

Regional:

- SB 63 (Wiener) – San Francisco Bay Area local revenue measure – recommend support if amended
- Clarify circumstances
- Include only San Francisco, Alameda, and Contra Costa counties, other counties could opt in
- Change “Peninsula Rail Transit District” to Peninsula Corridor Joint Powers Board
- Address expenditure plan and funding level

The Committee members had a robust discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- JPB not supporting SB 63 unless amended; continue to work with bill author
- Need backup plan in case of potential recession at time of November 2026 election

Public Comment

Aleta Dupree spoke in support of AB 476 and expressed concerns with SB 30.

Adina Levin, Friends of Caltrain and Seamless Bay Area, spoke in support of SB 63 pending receiving more information and rider multi-agency passes.

Adrian Brandt commented in support of electric power compensation and copper wire theft prevention; opposed the Cortese bill unless amended.

Motion in support of AB 476/Second: Gee/Heminger

Ayes: Gee, Heminger

Noes: None

Absent: Abe-Koga

Motion in support of SB 63/Second: Heminger/(no second)

Alternate Motion in support of SB 63 as staff recommended/Second: Gee/Heminger

Ayes: Gee, Heminger

Noes: None

Absent: Abe-Koga

7. Receive Introduction to Caltrain's Long-Range Service Vision Update

Dahlia Chazan, Chief, Planning, introduced Melissa Jones, Deputy Director, Policy Development. Ms. Jones provided the presentation, which included the following:

- Service vision is key output of Caltrain business plan process; used for decision-making by Caltrain and partners
- Maintain core service in current service area while expanding throughout region
- Plan for next decade; adoption planned for late summer or early fall 2025

The Committee members had a robust discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Stanford University's financial contributions to first-phase work
- Service vision still appropriate although timeline has changed
- Commuters electing to return to office may increase rail ridership and benefit agency
- Railroad electrification presents development opportunities

Public Comment

Aleta Dupree commented on increased train frequency and using transit rather than cars.

Adrian Brandt commented on level boarding and suggested clarity for graphic reflecting train frequency.

Adina Levin, Friends of Caltrain and Seamless Bay Area, commented on project prioritization to maximize ridership and level boarding.

8. Committee Member Requests - There were none.

9. Date/Time of Next Regular AMP Committee Meeting: Wednesday, May 28, 2025 at 3:30 pm.

10. Adjourn - The meeting adjourned at 4:29 pm.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Advocacy and Major Projects (AMP) Committee

Through: Michelle Bouchard, Executive Director

From: Marian Lee, Diridon Project Director

For: September 2025 JPB Board of Directors Meeting

Subject: **Authorize Execution of Funding Agreements with Santa Clara Valley Transportation Authority (VTA) for Use of Metropolitan Transportation Commission (MTC) Regional Measure 3 and Measure B Funds for the Environmental Phase of the Diridon Station Redevelopment Project and Amend the Fiscal Year 2026 Capital Budget to Increase It From \$34,831,992 to \$66,491,608**

☐ Finance Committee Recommendation ☐ Technology, Operations, Planning, and Safety Committee Recommendation ☐ Advocacy and Major Projects Committee Recommendation

Purpose and Recommended Action

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain):

1. Authorize the Executive Director, or designee, to execute a funding agreement with Santa Clara Valley Transportation Authority (VTA) in a form approved by legal counsel for Caltrain to use both Regional Measure (RM) 3 and Measure B funds for the Diridon Station Redevelopment Project Environmental Process.
2. Amend the Fiscal Year 2026 (FY26) Capital Budget to increase it from \$34,831,992 to \$66,491,608
3. Authorize the Executive Director, or designee, to file any other required documentation or take any other actions necessary to give effect to these actions.

Discussion

Caltrain, VTA, the City of San José, the Metropolitan Transportation Commission (MTC), and the California High-Speed Rail Authority (CHSRA) (Partner Agencies) are working together on the Diridon Station Business Case to plan for the transformation of San Jose's downtown transit hub. The station, owned by the JPB, currently serves Caltrain, Capitol Corridor, Altamont Corridor Express (ACE), and Amtrak passenger rail, as well as VTA light rail (LRT) and bus services, and other bus operators. Diridon Station must accommodate both future services increases by current operators as well as accommodate as future services, including new

CHSRA, Bay Area Rapid Transit (BART), and San Jose Airport Connector services. To effectively accommodate planned and future services, Diridon Station must be reconfigured, expanded, and upgraded to provide adequate capacity, functionality, and interconnectivity for passengers.

For the next phase of program advancement, the Partner Agencies have developed work scopes and budgets for National Environmental Policy Act (NEPA)/California Environmental Quality Act (CEQA) environmental review, long-term governance, and funding and advocacy strategies, and prepared a funding plan. On May 21, 2025, staff presented the funding plan to the Diridon Steering Committee, which is charged with coordinating the actions of the Partner Agencies and which approved the funding plan.

Planned Three Year Budget (FY25-28)

The Partner Agencies have identified the following funding sources for the different areas of work for the next phase of work:

Scope of Work	Responsible Agency	Estimated Budget	Funding Source
Community Outreach/Staff Support	City of San Jose	\$2,378,632	City of San José General Fund and Regional Measure 3
Governance Funding/Advocacy	VTA	\$2,602,791	Regional Measure 3
Program Management, NEPA/CEQA Documentation and associated technical studies/engineering	Caltrain	\$27,659,616	Regional Measure 3
		\$6,000,000	Measure B* *funds allocated for Caltrain Corridor Capacity Improvements
Contingency		\$2,358,961	Regional Measure 3
ENVIRONMENTAL PHASE TOTAL		\$41,000,000	

Caltrain's scope of the Diridon Station Redevelopment Project Environmental Process Project work will be funded using Measure B and Regional Measure 3 (RM3) funds. Measure B Caltrain Corridor Capacity Improvements funding for this project was identified in May 2025 as part of the 2016 Measure B FY26 and FY27 Biennial Budget and is administered by VTA. The RM3 Expenditure Plan, administered by MTC via agreement with VTA, allocates \$100 million in capital funding for the San José Diridon Station. Since VTA receives the funds directly from MTC, Caltrain will enter into a funding agreement with VTA for Caltrain to access these funds.

Therefore, staff recommends the Board authorize the Executive Director, or designee, to execute a funding agreement with VTA for Caltrain to access the Measure B and RM3 funds.

Environmental Process Scope

The largest portion of the FY25-28 budget is the environmental review scope. Caltrain will lead the environmental review process including holding contracts for appropriate technical consultants. As such, Caltrain will be responsible to prepare an Environmental Impact Statement (EIS) pursuant to NEPA and an Environmental Impact Report (EIR) pursuant to CEQA. The documentation will be done jointly, preparing a Joint EIS/EIR as prescribed under applicable California and federal laws, regulations and guidelines.

This process will include the necessary engineering and design tasks to support the analysis and findings of the environmental documents. This component of the scope will build upon and advance the conceptual engineering completed as part of the recently concluded Alternatives Development process, and is essential for establishing the ultimate project limits, construction requirements and a stable project description. The engineering and design tasks are a substantial component of this overall scope of work; however, the ultimate deliverables are the environmental documents necessary for state and federal environmental clearance.

More specifically, the following activities are required:

- Conduct NEPA/CEQA Environmental Review. Key tasks include:
 - Project Kickoff
 - Prepare Alternatives Analysis Report (summarization of the Alternatives Development)
 - Share designs with 3rd parties and obtain comments
 - Develop Project Description
 - Prepare needed engineering and design
 - Prepare required technical studies
 - Conduct public participation and community engagement
 - Issue Notice of Intent / Notice to Proceed
 - Conduct CEQA and NEPA Public Outreach
 - Prepare and circulate Admin Draft, Draft EIS/EIR
 - Prepare Response to comments and Final EIS/EIR and circulate
 - Obtain Certification and Record of Decision

Budget Impact

The proposed amendment increases the FY26 Capital Budget from \$34,831,992 to \$66,491,608, providing Caltrain with the budget authority to implement the RM3 and Measure B funding agreements included in this item.

Prepared By:	Marian Lee	Diridon Project Director	08/13/2025
	Liz Scanlon	Diridon Project Support	08/13/2025
	Oscar Quintanilla Lopez	Director of Budgets and Financial Analysis	08/13/2025

Resolution No. 2025-

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

**Authorize Execution of Funding Agreements with Santa Clara Valley
Transportation Authority (VTA) for Use of Metropolitan Transportation
Commission (MTC) Regional Measure 3 and Measure B Funds for the
Environmental Phase of the Diridon Station Redevelopment Project and
Amend the Fiscal Year 2026 Capital Budget to Increase It From
\$34,831,992 to \$66,491,608**

Whereas, the Peninsula Corridor Joint Powers Board (JPB or Caltrain), the Santa Clara Valley Transportation Authority (VTA), the City of San José, the Metropolitan Transportation Commission (MTC), and the California High-Speed Rail Authority (CHSRA) (Partner Agencies) are working together, via Interim Agreement, on the Diridon Station Redevelopment to plan for the transformation of San Jose’s downtown transit hub; and

Whereas, on May 21, 2025, the Diridon Steering Committee approved advancing the At-Grade Station alternative and Program of Projects to advance to the environmental review phase; and

Whereas, the Diridon Steering Committee approved the three-year budget (Fiscal Year 2025 – Fiscal Year 2028) and work program, including all tasks and costs associated with the environmental consultant contract and associated tasks, by unanimous approval on May 21, 2025; and

Whereas, the Partner Agencies defined their respective roles and responsibilities in the Interim Agreement: The City of San José is responsible for community outreach, VTA is

responsible for long-term governance and funding analysis, and Caltrain is responsible for the environmental technical work; and

Whereas, Caltrain will lead the environmental review, documentation, associated community outreach and required technical studies on behalf of the partner agencies; and

Whereas, Caltrain has procured the required consultant contract to undertake the preparation of the environmental documentation and required technical studies; and

Whereas, the Caltrain required tasks will be funded by allocation of MTC's Regional Measure (RM) 3 and VTA's Measure B funding, which is administered by VTA, for Caltrain Corridor Capacity Improvements in the Measure B Expenditure Plan. Caltrain will enter into agreements with VTA for RM 3 and for Measure B funds; and

Whereas, staff recommends that the Board:

1. Authorize the Executive Director, or designee, to execute two new funding agreements with VTA in a form approved by legal counsel for Caltrain to use RM3 and Measure B funds for the environmental phase of the Diridon Station Project; and
2. Amend and increase the Fiscal Year 2026 (FY26) Capital Budget from \$34,831,992 to \$66,491,608
3. Authorize the Executive Director or designee to file any other required documentation or take any other actions necessary to give effect to these actions.

Now, Therefore, Be It Resolved; that the Board of Directors of the Peninsula Corridor Joint Powers Board, hereby:

1. Authorizes the Executive Director, or designee, to execute two new funding agreements with VTA in a form approved by legal counsel for Caltrain to use RM3 and Measure B funds for the environmental phase of the Diridon Station Project. The RM3 agreement will be in the amount of \$27,659,616 and Measure B agreement will be in the amount of \$6,000,000; and
2. Amends Caltrain's FY26 Capital Budget to increase it from \$34,831,992 to \$66,491,608
3. Authorizes the Executive Director, or designee, to file any other required documentation or take any other actions necessary to give effect to these actions.

Regularly passed and adopted this 4th day of September, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary



Project Identification				FY26 Funding Source (in millions)										
Project #	CIP Priority	Project Name	FY2026 ADOPTED CAPITAL BUDGET	Amendment 1	FY2026 AMENDED CAPITAL BUDGET	SFCTA	SMCTA	VTA	Federal	STA SGR	LPP	AB664	Other	Unfunded
I. Mandates and Compliance														
1	100912	Mandate	Storm Water Management Program ^[9]	.401	.401	.000	.000	.000	.000	.000	.000	.000	.401	.000
			Subtotal	.401	.401									
II. Maintain Core Services														
Projects														
2	100762	High	San Francisquito Creek Bridge Bank Stabilization ^[9]	.400	.400	.000	.000	.000	.000	.000	.000	.000	.400	.000
3	100696	High	Fiber Optic Permanent Repair ^[1]	1.500	1.500	.000	.000	.000	.000	.000	.000	.000	1.500	.000
4	100913	High	Tunnel 1, 2, 3 and 4 Weep Hole Rehabilitation and Drainage Improvements	1.500	1.500	.300	.000	.000	1.200	.000	.000	.000	.000	.000
5	100914	High	Headquarters Relocation – Furnitures, Fixtures, IT and Moving Cost ^[2]	3.583	3.583	.000	.000	.000	.000	.000	.000	.000	3.583	.000
Recurring Programs														
6	100915	High	SOGR Program - Stations	1.000	1.000	.000	.000	.000	.800	.200	.000	.000	.000	.000
7	100429	High	SOGR Program - MOW Tracks ^[3]	6.252	6.252	1.000	.000	.000	5.000	.000	.000	.000	.252	.000
8	100435	High	SOGR Program - CEMOF	2.000	2.000	.200	.000	.000	1.600	.000	.000	.200	.000	.000
9	100779	High	SOGR Program - Track Equipment	1.800	1.800	1.000	.000	.000	.800	.000	.000	.000	.000	.000
10	100428	High	SOGR Program - Bridges and Structures	1.715	1.715	.000	.000	.000	1.372	.343	.000	.000	.000	.000
11	100695	High	SOGR Program - ROW and ROW Fencing	1.500	1.500	.000	.000	.000	1.000	.400	.000	.100	.000	.000
			Subtotal	21.250	21.250									
III. Provide a Safe and Secure Railroad														
			Funded through local partnerships - In Progress											
			Subtotal	.000	.000									
IV. Enhance Service and Customer Experience														
12	100916	High	Platform Improvements for Bike Loading (All Stations) ^[9]	.080	.080	.000	.000	.000	.000	.000	.000	.000	.080	.000
			Subtotal	.080	.080									
V. Deliver the Long-Range Service Vision														
13	100570	High	Redwood City Four-Track Station and Grade Separation ^[4]	.250	.250	.000	.000	.000	.000	.000	.000	.000	.250	.000
			Subtotal	.250	.250									
VI. Contribute to the Region's Economic Vitality														
14	100568	n/a	Diridon Station - Environmental Clearance ^[5,10]	2.000	31.660	.000	.000	.000	.000	.000	.000	.000	33.660	.000
15	100687	n/a	DTX/The Portal - Caltrain Service Extension to Salesforce Transit Center ^[6]	5.531	5.531	.000	.000	.000	.000	.000	.000	.000	5.531	.000
			Subtotal	7.531	31.660									
VII. Partner with Local Jurisdictions														
16	100482	n/a	Rengstorff Avenue Grade Separation ^[7]	4.000	4.000	.000	.000	.000	.000	.000	.000	.000	4.000	.000
			Subtotal	4.000	4.000									

Project Identification			FY26 Funding Source (in millions)											
Project #	CIP Priority	Project Name	FY2026 ADOPTED CAPITAL BUDGET	Amendment 1	FY2026 AMENDED CAPITAL BUDGET	SFCTA	SMCTA	VTA	Federal	STA SGR	LPP	AB664	Other	Unfunded
VIII. Capital Contingency Funds														
17	n/a	Capital Contingency Funds ^[8]	1.320		1.320	.000	.000	.000	.000	.000	.000	.000	.000	1.320
		Subtotal	1.320		1.320									
		Total	34.832	31.660	66.492	2.500	.000	.000	10.972	1.743	.000	.300	49.656	1.320

Notes:

- [1] Funded by settlement agreement for the repair of the Fiber Optic.
- [2] Other sources of funding includes \$1,109,710 of project saving from project 100565 funded by the General Capital Funds and \$2,473,581 of project cost saving in the Contingency Fund.
- [3] Funding for \$252,000 is project savings from prior years' San Francisco County Transportation Authority (SFCTA) allocation
- [4] Funded by an agreement with the City of Redwood City
- [5] Funded by an agreement with the Valley Transportation Authority (VTA)
- [6] Funded by an agreement with the Transbay Joint Power Authority (TJPA)
- [7] Funded by an agreement with the City of Mountain View.
- [8] Funding for the Contingency funds have yet to be finalized.
- [9] Funding is from prior years' San Mateo Country Transportation Authority (SMCTA) allocation released during the TIRCP bond proceeds fund swap
- [10] Increased by \$31,659,616 , \$4 million from Measure B agreement with VTA and \$27,659,616 from Regional Measure 3 agreement with VTA.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Advocacy and Major Projects (AMP) Committee

Through: Michelle Bouchard, Executive Director

From: Kate Jordan Steiner, Chief Financial Officer
Marian Lee, Diridon Station Project Director

For: September 2025 JPB Board of Directors Meeting

Subject: **Award a Contract for Diridon Station Redevelopment Project Environmental Phase Services to ICF Jones & Stokes, Inc. for a Total Not-To-Exceed Amount of \$21,101,357 for a Three-Year Base Term, with up to Two Additional One-Year Option Terms for up to \$1 Million per Option Year**

☐ Finance Committee
Recommendation

☐ Technology, Operations, Planning,
and Safety Committee
Recommendation

☐ Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

Award of this proposed contract for the Diridon Station Redevelopment Project (Project) Environmental Phase Services (Services) will provide the Peninsula Corridor Joint Powers Board (JPB) with a qualified firm to prepare environmental documentation in compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The contract also includes engineering and design tasks necessary to support the analysis and findings of the environmental documents. This work will result in final environmental documents that satisfy NEPA and CEQA requirements and achieve environmental clearance for the Project.

Staff proposes that the Advocacy and Major Projects Committee recommend that the Board of Directors (Board) of the JPB:

1. Award a contract to ICF Jones & Stokes, Inc. of Reston, Virginia (ICF) to provide the Services for the Project for a total not-to-exceed amount of \$21,101,357 for a three-year base term, with up to two additional one-year option terms for up to \$1 million per option year.
2. Authorize the Executive Director or designee to execute a contract with ICF in full conformity with the terms and conditions of the solicitation documents and negotiated agreements, and in a form approved by legal counsel.
3. Authorize the Executive Director or designee, to exercise up to two additional one-year option terms, if deemed in the best interest of the JPB.

Discussion

The JPB is part of a five-agency partnership for the Diridon Station Redevelopment Program of Project. The JPB is responsible for carrying out the environmental review on behalf of the partnership for the Project. On May 22, 2025, the Diridon Steering Committee approved the At-Grade Alternative and associated program of projects to be advanced through environmental review. On June 6, 2025, the JPB Board approved the Steering Committee's action. An environmental consultant will help the JPB fulfill these responsibilities by providing specialized expertise and support services.

On January 29, 2025, the JPB issued Request for Proposals (RFP) 25-J-P-061 to provide the Services for the Project. The RFP was advertised on the JPB's eProcurement website. Staff performed pre-proposal outreach to certified Disadvantaged Business Enterprises (DBEs) and Small Business Enterprises (SBEs). Staff held a virtual pre-proposal conference on February 13, 2025; three potential proposers and twelve potential subconsultants attended. By the March 26, 2025, due date, the JPB received responsive proposals from two firms:

- ICF Jones & Stokes, Inc. of Reston, Virginia (ICF)
- Circlepoint of Oakland, California (Circlepoint)

A Selection Committee (Committee), composed of qualified staff from the JPB Planning Department, California High Speed Rail Authority, City of San Jose, Metropolitan Transportation Commission (MTC), and Santa Clara Valley Transportation Authority (VTA), evaluated, scored, and ranked these proposals in accordance with the following weighted criteria:

Evaluation Criteria	Maximum Points
Company Qualifications, Experience, & References	15 Points
Qualifications and Experience of Key Personnel	30 Points
Understanding of the Required Scope of Services	35 Points
Project Management Plan	10 Points
Quality Management Plan	10 Points
SBE Preference	5 Points
Total	105 Points

After the initial scoring of proposals, one firm was found to be the highest ranked and was interviewed. Following the interview, the Committee determined that the highest ranked firm, ICF, possesses the requisite experience and qualifications required for the successful performance of the scope of services as defined in the solicitation documents.

Staff successfully negotiated contract terms, including prices, with ICF. Staff also conducted a price analysis and determined the negotiated prices to be fair, reasonable, and consistent with the prices currently paid by the JPB and other public agencies in the Bay Area for similar services.

ICF is committed to utilizing SBEs for this contract. The JPB may assign DBE goals if federal funding is secured.

Budget Impact

On May 21, 2025, the Diridon Steering Committee approved the three-year budget (Fiscal Years 2025-2028) for the Diridon Station Redevelopment program environmental phase. This includes the full cost of the consultant contract for environmental services. The environmental phase of the project, including this contract, will be funded by MTC's Regional Measure 3 (RM3) and VTA's Measure B funding. Allocation of RM3 funds is anticipated at the September 24, 2025, MTC Commission Meeting. As described in another item on this Agenda, the RM3 and Measure B funds will be provided via funding agreements with MTC and VTA, which are anticipated to be completed in October 2025. Staff will not issue Notices to Proceed pursuant to this agreement until the funding agreements are executed.

Prepared By:	Patrick Ng,	Procurement Administrator II	06/13/2025
	Marian Lee	Diridon Project Director	06/13/2025
	Liz Scanlon	Diridon Program Support	06/13/2025

Resolution No. 2025-

**Board of Directors, Peninsula Corridor Joint Powers Board
State of California**

* * *

**Award a Contract for Diridon Station Redevelopment Project Environmental
Phase Services to ICF Jones & Stokes, Inc. for a Total Not-To-Exceed Amount of
\$21,101,357 for a Three-Year Base Term, with up to Two Additional One-Year
Option Terms for up to \$1 Million per Option Year**

Whereas, on January 29, 2025, the Peninsula Corridor Joint Powers Board (JPB) issued Request for Proposals (RFP) 25-J-P-061 for Diridon Station Redevelopment Project (Project) Environmental Phase Services (Services) and it was advertised on the JPB's eProcurement website; and

Whereas, in response to the RFP, the JPB received two proposals, both of which were found to be responsive to the RFP requirements; and

Whereas, a Selection Committee (Committee), composed of qualified staff from the JPB Planning Department, California High Speed Rail Authority, City of San Jose, Metropolitan Transportation Commission (MTC), and Santa Clara Valley Transportation Authority (VTA), evaluated, scored, and ranked these proposals and determined that ICF Jones & Stokes, Inc. of Reston, Virginia (ICF) was the highest ranked firm; and

Whereas, the Committee determined that ICF possesses the requisite experience and qualifications required for the successful performance of the scope of services as defined in the solicitation documents; and

Whereas, staff successfully negotiated contract terms, including prices, with ICF; and

Whereas, staff conducted a price analysis and determined the negotiated prices to be fair, reasonable, and consistent with the prices currently paid by the JPB and other public agencies in the Bay Area for similar services; and

Whereas, on May 21, 2025, the Diridon Steering Committee approved the three-year budget (Fiscal Years 2025-2028) and work program, including all tasks and costs associated with the environmental consultant contract; and

Whereas, the funding for this contract will be provided through an allocation of MTC's Regional Measure (RM) 3, expected to be approved at the September 24, 2025, MTC Commission meeting, and an allocation from VTA's Measure B (identified for Caltrain Corridor Capacity Improvements in the Measure B Expenditure Plan and administered by VTA), expected to be approved in October 2025; and

Whereas, staff recommends that the Board of Directors (Board) of the JPB award a contract to ICF to provide the Services for the Project for a total not-to-exceed amount of \$21,101,357 for a three-year base term, with up to two additional one-year option terms for up to \$1 million for each option year.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby awards a contract to ICF Jones & Stokes, Inc. for the Diridon Station Redevelopment Project Environmental Phase Services for a total not-to-exceed amount of \$21,101,357 for a three-year base term, with up to two additional one-year option terms for up to \$1 million for each option year; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to execute a contract with ICF in full conformity with the terms and conditions of the solicitation documents and negotiated agreement, and in a form approved by legal counsel; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to exercise up to two additional one-year option terms, if in the best interest of the JPB.

Regularly passed and adopted this 4th day of September, 2025, by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Advocacy and Major Projects (AMP) Committee

Through: Michelle Bouchard, Executive Director

From: Casey Fromson, Chief of Staff

For: September 2025 JPB Board of Directors Meeting

Subject: **Receive State and Federal Legislative Update**



Finance Committee
Recommendation



Technology, Operations, Planning,
and Safety Committee
Recommendation



Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

The 2025 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

Staff proposes the Committee recommend the Board receive the attached State and Federal Legislative Update.

Discussion

The update will discuss changes at the federal budget and an update on the regional transit revenue measure.

Budget Impact

There is no impact on the budget.

Prepared By: Devon Ryan

Government and Community
Affairs Officer

08/15/2025

Isabella Conferti

Government and Community
Affairs Specialist

08/15/2025



August 8, 2025

TO: Board of Directors
Peninsula Corridor Joint Powers Board (Caltrain)

FM: Matt Robinson, Michael Pimentel and Brendan Repicky
Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – September 2025**

General Update

The Legislature is on Summer Recess from July 18 until August 18. Once the Legislature returns, fiscal committees will have until August 29 to hear and pass bills to the floor of each house. As a reminder, bills with a nominal fiscal impact to the state are referred to the appropriations committees' suspense files. August 29 will be the appropriations committees' suspense file hearings. If bills pass the fiscal committees, they are moved to the floors of each house for final votes. Bills will need to be in their final form 72 hours prior to final votes. The Legislature will recess the first year of the two-year 2025-26 Legislative Session on September 12. For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

With only about a month left in the first year of the two-year Legislative Session, the Legislature still has several big-ticket transit-related items to address before adjourning for the year on September 12. This list is headlined by Cap-and-Trade expenditure plan and possible re-authorization, the proposed \$750 million loan to Bay Area transit agencies, and the Bay Area Regional Measure.

Cap-and-Trade Re-Authorization

As we have discussed in previous reports, the Legislature has largely avoided acting on the Governor's proposal to extend and amend the Cap-and-Trade program and Greenhouse Gas Reduction Fund since Governor Newsom announced it as part of his May Revise. While there does seem to be urgency to act quickly to reassure the markets before the next allowance auction, scheduled for August 20, it does not appear likely that a deal will be struck by then. If May's auction is any indication, the State may be in for another very poor set of proceeds to fund the GGRF pot that the Legislature, Governor, and advocates are fighting over. In the final month of session, the Legislature and the Governor could agree to extend the program and leave the allowance allocations/funding programs for another day, essentially leaving the current program in place. They could also agree to extend the program and alter the funding programs in order to address current administration and legislative priorities, including specified funding for the high-speed rail (HSR) project or energy affordability. In any case, it will surely be a big lift if the Legislature and Governor are to get this done in the final month.

Bay Area HSR Joint Benefit Project partners staff are in discussion regarding priorities for a potential Cap-and-Trade Re-Authorization negotiation.

Bay Area Transit Loan

At the start of 2025, Senator Jesse Arreguín (D-Berkeley) and Assemblymember Mark Gonzalez (D-Los Angeles) proposed that the Legislature allocate \$2 billion in new monies for transit agencies across the State. After the Governor's May Revision revealed California was facing a \$12 billion deficit, that effort seemed like a long shot. Instead, the Governor and Legislative leaders agreed to a \$750 million emergency loan for Caltrain and three other Bay Area transit agencies (AC Transit, BART, and SF Muni). Pursuant to the [Budget Act](#), this emergency loan is generally conditioned upon the agencies having repayment plans *and* the passage of the Bay Area Regional Measure authorizing legislation. Additional details have been scarce, but the impacted agencies are working on loan terms to share with Bay Area legislators, and we expect the Department of Finance to be engaged as these details are finalized and agreed to amongst the parties. The biggest sticking point will be: how do these loans get repaid if the Bay Area Regional Measure fails.

Bay Area Regional Measure

The Bay Area Regional Measure, ensconced in SB 63 (Wiener and Arreguín), continues to move through the legislative process. This bill seeks to generate additional revenue to support the Bay Area's public transit systems. After passing the Senate Floor on June 2, the bill passed to the Assembly, where it was heard in its first policy committee – the Assembly Transportation Committee – on July 7. The bill passed the Committee on a party-line vote of 11-4. However, before passing, the author accepted Committee amendments that prioritize the operations of the San Francisco Bay Ferry (WETA) service and the East Bay bus systems over funding for transit transformation, while also reducing the transit transformation pot from 10 percent to 5 percent. Additionally, because the legislation is not in its final form, the author and the Chair agreed that the bill would again be heard in the Committee before the end of the Legislative Session, which is September 12.

The bill, as currently drafted, would authorize a citizens' initiative, which may only require a simple majority vote, for a sales tax of one-half cent in Alameda and Contra Costa Counties, and up to one cent in San Francisco County. These taxes could be applied for 10-15 years. The bill is currently a three-county measure (Alameda, Contra Costa, San Francisco) but provides a path for San Mateo and Santa Clara counties to opt-in before August 11, 2025.

The bill now proposes to allocate revenues to AC Transit, BART, Caltrain, Muni, County Connection, Tri Delta Transit, LAVTA, Union City Transit, WestCAT and SF Bay Ferry, and those revenues may only be used for transit operations. The measure would also provide up to 5 percent (down from 10 percent) of the revenues for transit transformation to be controlled by MTC and up to 1 percent of revenues for administration of the regional measure for the Transportation Revenue Measure District Board. The bill also currently requires performance audits of the major transit systems facing fiscal cliffs (AC Transit, BART, Caltrain, SF Muni), as well as provisions for stronger regional network management and authorizes a regional network manager to implement the network management framework in exchange for access to SB 63 funds.

On July 23, Senators Wiener and Arreguín sent a letter to MTC and county transportation agencies outlining their proposed expenditure plan for the five counties presumed to join the measure. The proposed expenditure plan assumes Alameda, Contra Costa, San Mateo, and Santa Clara Counties all pass a one-half cent sales tax and the City and County of San Francisco passes a one cent sales tax, all of them in effect for 14 years. This expenditure plan proposes that Caltrain receive 7 percent of the total revenue from the tax measure – predicted to be approximately \$75 million annually by Fiscal Year 2031.

On July 30, both the San Mateo County Transportation Authority and the City/County Association of Governments (C/CAG) of San Mateo County voted to recommend the SamTrans Board support San Mateo County opting in to the regional measure through SB 63 with requests to review accountability proposals that have been received. On August 6, the SamTrans board voted 8 to 1 to opt in to the regional measure. On August 7, the VTA board voted 12 to 0 to opt in to the regional measure.

This bill is in the Assembly Appropriations Committee. If it passes through that committee, it is likely to return to the Assembly Transportation Committee for a hearing the week of September 1. Caltrain is in support of SB 63.

Continued SB 30 Engagement

Caltrain and its state advocates have taken the lead in working with California's other rail agencies to engage with Senator Cortese and secure changes to his SB 30, a bill introduced in response to Caltrain's agreement to transfer trainsets to Peru last Fall which was given a waiver approval by the Bay Area Air Quality Management District citing a federal analysis of the environmental benefits of the transfer. Caltrain's state advocates, in partnership with the California Transit Association, have actively worked to secure favorable amendments to the legislation. Originally, SB 30 would have prohibited a public entity that owns any diesel-powered on-track equipment from selling, donating, or otherwise transferring that equipment for continued use after the public entity ceases the service of on-track equipment by replacing it with lower emission on-track equipment. After several months of engagement by CTA and rail agencies, the bill now permits a public entity to transfer Tier II, Tier III, and Tier IV locomotives, or an emissions equivalent locomotive, if authorized at a public meeting. However, the bill continues to prohibit the transfer of Tier 0 or Tier I locomotives, which presents issues for Caltrain, given their fleet of Tier 0 and I trainsets. Caltrain continues to own 9 diesel locomotives as well as other diesel on-track equipment. **The inability to transfer this equipment represents a direct asset and lease revenue loss to Caltrain of a minimum of \$20 million and likely more depending on markets, leasing, and inflation.** At a time where Caltrain and other rail agencies in the state are facing fiscal uncertainty, this direct loss of asset value and non-fare revenue is particularly challenging. The bill does not acknowledge the mobility or air quality benefits of passenger rail transit from reduced vehicle miles traveled. The bill only applies to public agencies and does not include private freight railroads which hold 99% of all diesel locomotives in the state of California. Caltrain is seeking amendments that would exempt Tier 0 or I locomotives if the agency can demonstrate a net air quality benefit to the transfer as well as clarifying amendments on engine disablement.

SB 30 is now in the Assembly Appropriations Committee, and Caltrain's state advocates continue to work to secure further amendments. **SB 30 is now in the Assembly Appropriations Committee. Caltrain has a SUPPORT IF AMENDED position on this bill as it works to address the remaining issues noted above.**

Bills with Positions

SB 63 (Wiener) Regional Measure – SUPPORT

This bill seeks to generate additional revenue to support the Bay Area's public transit systems by way of a regional transportation measure. **This bill is in the Assembly Appropriations Committee.**

SB 71 (Wiener) CEQA Exemptions for Transit Projects – SUPPORT

Co-Sponsored by the California Transit Association, this bill, as amended July 17, would extend the current January 1, 2030 sunset date established by SB 922 (Wiener, 2022) for statutorily authorized CEQA exemptions for transit and transportation projects to January 1, 2040s, add additional project-types to the list of exemptions (ferry terminals, transit operational analysis, bus stops, bus shelters), and

make substantive procedural changes surrounding board actions (i.e. board process for establishing a project's cost estimate). Caltrain previously supported SB 922, as well as AB 2503 (Lee, 2024), which added to the list of statutory exemptions an exemption for zero-emission rail. **This bill is in the Assembly Appropriations Committee.**

AB 394 (Wilson) Transit Safety -- SUPPORT

Co-Sponsored by the California Transit Association, this bill would enhance the safety and security of California's public transportation systems by strengthening protections for transit operators, employees, and passengers. The bill accomplishes this goal by expanding existing law (Penal Code Section 243.3) to protect all transit employees against battery. Further, AB 394 clarifies that our state's public transit operators are employers for purposes of seeking a temporary restraining order (TRO) against violent offenders. The Amalgamated Transit Union, Teamsters, and SMART-TD are co-sponsors of this bill. **This bill is in the Senate Appropriations Committee.**

AB 476 (M. González) Metal Theft – SUPPORT

Co-sponsored by the City of San Jose, this bill seeks to combat the theft of copper wire – an increasing problem affecting infrastructure, construction, and transit projects. The bill would require junk dealers and recyclers to collect more detailed transaction records and provide access to these records to law enforcement. The bill also requires that people selling copper obtain a state license and increases the fine for junk dealers or recyclers who fail to follow the law. **This bill is in the Senate Appropriations Committee.**

Bills of Interest

SB 79 (Wiener) Transit Oriented Development

This bill would require that a housing development proposed within one-half or one-quarter mile of a transit-oriented development stop be an allowed use on any site zoned for residential, mixed, commercial, or light industrial development. A transit-oriented development stop is defined as a site within an urban transit county served by heavy rail transit or very high frequency commuter rail (Tier 1); a site within an urban transit county served by light rail transit, by high frequency commuter rail, or specified bus service (Tier 2); or, a site within an urban transit county served by frequency commuter rail, or by specified bus service (Tier 3). SB 79 also requires that the development be eligible for streamlined, ministerial approval. **This bill is in the Assembly Appropriations Committee.**

SB 545 (Cortese) High-Speed Rail Economic Opportunity Study

This bill requires the State's Office of Land Use and Climate Innovation to study economic opportunities along the High-Speed Rail Corridor. The study will examine strategies such as land value capture, development incentives, and public-private partnerships. This will help ensure California maximizes the economic potential of the HSR project and its station areas. In addition, SB 545 requires an infrastructure district that uses its revenues to finance the construction of the HSR project to dedicate a majority of its revenue to infrastructure projects *within* the jurisdiction of the local agencies that established the district. **This bill is in the Assembly Appropriations Committee.**

SB 707 (Durazo) Brown Act Reform

This bill, as amended July 17, would make a number of changes to the Brown Act. Including new public access and participation requirements for specified legislative bodies, new exemptions from certain teleconferencing requirements for eligible subsidiary bodies and eligible multi-jurisdictional bodies, and extensions of law providing exemptions from certain teleconferencing requirements for specified legislative bodies or under specified circumstances. This bill contains several other provisions related to the Brown Act, including that certain special districts provide agenda translations and to reasonably

assist members of the public with translation services, but does not require an agency to provide an interpretation for a meeting. **This bill is in the Assembly Appropriations Committee.**

Caltrain Bill Matrix as of Friday, July 11, 2025

Bill ID/Topic	Location	Summary	Position
AB 12 Wallis R Low-carbon fuel standard: regulations.	This is a two-year bill.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024.	Watch

Bill ID/Topic	Location	Summary	Position
AB 23 DeMaio R The Cost of Living Reduction Act of 2025.	This bill is in the Assembly Utilities & Energy Committee.	Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law vests the State Energy Resources Conservation and Development Commission (Energy Commission) with various responsibilities for developing and implementing the state's energy policies. This bill, the Cost of Living Reduction Act of 2025, would require the Energy Commission and the PUC to post, and update monthly, dashboards on their internet websites that include the difference in average gasoline prices and the average total price of electricity or natural gas in California compared to national averages, and any California-specific taxes, fees, regulations, and policies that directly or indirectly contribute to higher gasoline and electricity or natural gas prices within the state, as specified. The bill would require the Energy Commission and the PUC, on or before July 1, 2026, to each submit a report to the Legislature on the governmental and nongovernmental drivers of California's higher gasoline prices and higher electricity and natural gas prices, and recommendations for policy changes to reduce the costs associated with those drivers, as specified. If the average price of gasoline in California exceeds 10% of the national average in the preceding quarter, the bill would require all taxes and fees on gasoline, as specified, to be suspended for a period of 6 months, and, if the average price of electricity or natural gas in California exceeds 10% of the national average in the preceding quarter, the bill would require the PUC to suspend the collection of all fees, as specified, charged on electricity and natural gas bills for a period of 6 months. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 61 Pacheco D Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.	This bill is in the Senate Appropriations Committee.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. The Public Advocate's Office of the Public Utilities Commission is established as an independent office within the commission to represent and advocate on behalf of the interests of public utility customers and subscribers within the jurisdiction of the commission. This bill would require the office to establish, by January 1, 2027, a program to, upon request of the Legislature, analyze legislation that would establish a mandated requirement or program or otherwise affect electrical or gas ratepayers, as specified. The bill would require the office to develop and implement conflict-of-interest provisions to prohibit a person from participating in an analysis for which the person knows or has reasons to know that the person has a material financial interest. The bill would repeal these provisions on January 1, 2032.	Watch
AB 99 Ta R Electrical corporations: rates.	This is a two-year bill.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. This bill would prohibit an electrical corporation from proposing a rate increase above the rate of inflation, as defined, as a systemwide average for any general rate case cycle, except the bill would expressly authorize the commission to approve a rate increase above the rate of inflation if the commission determines that the costs underlying the rate increase are directly related to safety enhancements and modernization or to higher commodity or fuel costs. This bill contains other related provisions and other existing laws.	Watch
AB 102 Gabriel D Budget Act of 2025.	This bill was signed by the Governor on June 27, 2025.	The Budget Act of 2025 would make appropriations for the support of state government for the 2025–26 fiscal year. This bill would amend the Budget Act of 2025 by amending, adding, and repealing items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch

Bill ID/Topic	Location	Summary	Position
AB 259 Rubio, Blanca D Open meetings: local agencies: teleconferences.	This bill is in the Senate Judiciary Committee.	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified requirements, including that the local agency post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Existing law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Existing law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030. This bill contains other related provisions and other existing laws.</p>	Recommend Support

Bill ID/Topic	Location	Summary	Position
AB 267 Macedo R Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.	This is a two-year bill.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2026–27 and 2027–28 fiscal years and would instead require those amounts from moneys collected by the state board to be transferred to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation by the Legislature, to augment funding for water infrastructure and wildfire prevention.	Watch
AB 273 Sanchez R Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.	This is a two-year bill.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, would instead require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the General Fund and for those moneys, upon appropriation, to be used to augment funding provided to local governments to improve infrastructure.	Watch

Bill ID/Topic	Location	Summary	Position
AB 314 Arambula D Affordable Housing and Sustainable Communities Program: project eligibility.	This is a two-year bill.	Existing law requires the Strategic Growth Council to develop and administer the Affordable Housing and Sustainable Communities Program to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support other related and coordinated public policy objectives. Existing law specifies the types of projects eligible for funding under the program, including, among others, transit capital projects, active transportation capital projects, and transit-oriented development projects, as provided. This bill would expressly include certain transit capital projects and transit-oriented development projects near planned high-speed rail stations that meet specific criteria as eligible for funding under the program.	Watch

Bill ID/Topic	Location	Summary	Position
AB 339 Ortega D Local public employee organizations: notice requirements.	This bill is in the Senate Appropriations Committee.	<p>Existing law, the Meyers-Milias-Brown Act, contains various provisions that govern collective bargaining of local represented employees and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. Existing law requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Existing law requires the governing body of a public agency, and boards and commissions designated by law or by the governing body, to give reasonable written notice, except in cases of emergency, as specified, to each recognized employee organization affected of any ordinance, rule, resolution, or regulation directly relating to matters within the scope of representation proposed to be adopted by the governing body or the designated boards and commissions. This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 60 days' written notice before issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization. The bill would require the notice to include specified information, including the anticipated duration of the contract. The bill would also require the public agency, if an emergency or other exigent circumstance prevents the public agency from providing the written notice described above, to provide as much advance notice as is practicable under the circumstances. If the recognized employee organization demands to meet and confer after receiving the written notice, the bill would require the public agency and recognized employee organization to meet and confer in good faith within a reasonable time, as specified. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	Watch

Bill ID/Topic	Location	Summary	Position
AB 340 Ahrens D Employer-employee relations: confidential communications.	This bill is in the Senate Judiciary Committee.	Existing law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation. The bill would also prohibit a public employer from compelling a public employee, a representative of a recognized employee organization, or an exclusive representative to disclose those confidential communications to a third party. The bill would not apply to a criminal investigation or when a public safety officer is under investigation and certain circumstances exist.	Watch

Bill ID/Topic	Location	Summary	Position
AB 370 Carrillo D California Public Records Act: cyberattacks.	This bill has been ordered to Engrossing and Enrolling.	The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Existing law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Existing law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines “unusual circumstances” to include, among other things, the need to search for, collect, and appropriately examine records during a state of emergency when the state of emergency currently affects the agency’s ability to timely respond to requests due to staffing shortages or closure of facilities, as provided. This bill would also expand the definition of unusual circumstances to include the inability of the agency, because of a cyberattack, to access its electronic servers or systems in order to search for and obtain a record that the agency believes is responsive to a request and is maintained on the servers or systems in an electronic format. Under the bill, the extension would apply only until the agency regains its ability to access its electronic servers or systems and search for and obtain electronic records that may be responsive to a request. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 377 Tangipa R High-Speed Rail Authority: business plan: Merced to Bakersfield segment.	This bill is on the Assembly Floor for concurrence.	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. The act requires the authority to prepare, publish, adopt, and submit to the Legislature a business plan containing specified elements on a biennial basis and to also provide on a biennial basis a project update report, approved by the Secretary of Transportation as consistent with specified criteria, to the budget committees and the appropriate policy committees of both houses of the Legislature, on the development and implementation of intercity high-speed train service, as provided. The act requires the authority to develop schedules for the delivery of specified tasks relating to the Merced to Bakersfield segment of the high-speed rail project for inclusion in the project update report and the business plan and also requires the authority to include certain other information in the project update report and the business plan relating to the Merced to Bakersfield segment, as provided. This bill would require the authority, as part of the business plan that is due on or before May 1, 2026, to provide a detailed funding plan for the Merced to Bakersfield segment that includes certain information, including an updated estimate of the funding gap for completing the segment and a strategy for addressing the funding gap.	Watch
AB 394 Wilson D Public transportation providers.	This bill is in the Senate Judiciary Committee.	Existing law defines a battery as any willful and unlawful use of force or violence upon the person of another. Existing law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Existing law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee, public transportation provider, or contractor of a public transportation provider. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Support April 2025

Bill ID/Topic	Location	Summary	Position
AB 421 Solache D Immigration enforcement: prohibitions on access, sharing information, and law enforcement collaboration.	This bill is in the Assembly Public Safety Committee.	Existing law, the California Values Act, generally prohibits California law enforcement agencies from investigating, interrogating, detaining, detecting, or arresting persons for immigration enforcement purposes. Existing law provides certain limited exceptions to this prohibition, including transfers of persons pursuant to a judicial warrant and providing certain information to federal authorities regarding serious and violent felons in custody. This bill would prohibit California law enforcement agencies from collaborating with, or providing any information in writing, verbally, on in any other manner to, immigration authorities regarding proposed or currently underway immigration enforcement actions when the actions could be or are taking place within a radius of one mile of any childcare or daycare facility, religious institution, place of worship, hospital, or medical office. To the extent this bill would impose additional duties on local law enforcement agencies or officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 476 González, Mark D Metal theft.	This bill is in the Senate Public Safety Committee.	<p>Existing law governs the business of buying, selling, and dealing in secondhand and used machinery and all ferrous and nonferrous scrap metals and alloys, also known as “junk.” Existing law requires junk dealers and recyclers to keep a written record of all sales and purchases made in the course of their business, including the place and date of each sale or purchase of junk and a description of the item or items, as specified. Existing law requires the written record to include a statement indicating either that the seller of the junk is the owner of it, or the name of the person they obtained the junk from, as shown on a signed transfer document. Existing law prohibits a junk dealer or recycler from providing payment for nonferrous materials until the junk dealer or recycler obtains a copy of a valid driver’s license of the seller or other specified identification. Existing law requires a junk dealer or recycler to preserve the written record for at least 2 years. Existing law makes a violation of the recordkeeping requirements a misdemeanor. This bill would require junk dealers and recyclers to include additional information in the written record, including the time and amount paid for each sale or purchase of junk made, and the name of the employee handling the transaction. The bill would revise the type of information required to be included in the description of the item or items of junk purchased or sold, as specified. The bill would require the statement referenced above indicating ownership or the name of the person from whom the seller obtained the junk from to be signed and would require the statement to include specified information, including the legal name, date of birth, and place of residence of the seller. This bill contains other related provisions and other existing laws.</p>	Support April 2025

Bill ID/Topic	Location	Summary	Position
AB 541 DeMaio R California Public Records Act Ombudsperson.	This is a two-year bill.	Existing law, the California Public Records Act, requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. The act declares that access to information concerning the conduct of the people's business is a fundamental and necessary right of every person in this state. This bill would, until January 1, 2029, and subject to appropriation, establish the Office of the California Public Records Act Ombudsperson. The bill would require the Governor to appoint the ombudsperson subject to certain requirements. The bill would require the ombudsperson to receive and investigate requests for review, as defined, determine whether the denials of original requests, as defined, complied with the California Public Records Act, and issue written opinions of its determination, as provided. The bill would require the ombudsperson to create a process to that effect, and would authorize a member of the public to submit a request for review to the ombudsperson consistent with that process. The bill would require the ombudsperson, within 30 days from receipt of a request for review, to make a determination, as provided, and would require the state agency to provide the public record if the ombudsperson determines that it was improperly denied. The bill would require the ombudsperson to create a process through which a person whose information is contained in a record being reviewed may intervene to assert their privacy and confidentiality rights, and would otherwise require the ombudsperson to maintain the privacy and confidentiality of records, as provided. The bill would require the ombudsperson to report to the Legislature, on or before March 31, 2027, and annually thereafter, on, among other things, the number of requests for review the ombudsperson has received in the prior year.	Watch
AB 555 Jackson D Air resources: regulatory impacts: transportation fuel costs.	This is a two-year bill.	Existing law vests the State Air Resources Board with the authority to regulate transportation fuels and requires the state board to adopt standards and regulations providing for specification for vehicular fuel composition to achieve the maximum degree of emission reduction possible from vehicular sources to attain the state air quality standards. This bill would require the state board, on a quarterly basis, to submit to the relevant policy committees of the Legislature a report providing data and describing the impacts of its regulations of transportation fuels on the prices of those fuel to California consumers.	Watch

Bill ID/Topic	Location	Summary	Position
AB 810 Irwin D Local government: internet websites and email addresses.	This is a two-year bill.	Existing law requires that a local agency that maintains an internet website for use by the public to ensure that the internet website uses a “.gov” top-level domain or a “.ca.gov” second-level domain no later than January 1, 2029. Existing law requires that a local agency that maintains public email addresses to ensure that each email address provided to its employees uses a “.gov” domain name or a “.ca.gov” domain name no later than January 1, 2029. Existing law defines “local agency” for these purposes as a city, county, or city and county. This bill would recast these provisions by instead requiring a city, county, or city and county to comply with the above-described domain requirements and by deleting the term “local agency” from the above-described provisions. The bill would also require a special district, joint powers authority, or other political subdivision to comply with similar domain requirements no later than January 1, 2031. The bill would allow a community college district or community college to use a “.edu” domain to satisfy these requirements, and would specify that these requirements do not apply to a K–12 public school district. By adding to the duties of local officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 939 Schultz D The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.	This bill is in the Assembly Transportation Committee.	The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, statewide general election, authorizes the issuance of bonds in the amount of \$19,925,000,000 pursuant to the State General Obligation Bond Law for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, schoolbus retrofit and replacement purposes, state transportation improvement program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, local street and road improvement, congestion relief, and traffic safety. This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.	Watch

Bill ID/Topic	Location	Summary	Position
AB 941 Zbur D California Environmental Quality Act: electrical infrastructure projects.	This is a two-year bill.	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts certain projects from its requirements, including actions necessary to prevent or mitigate an emergency. Existing law prohibits an electrical corporation from beginning the construction of a line, plant, or system, or extensions of those facilities without first obtaining from the Public Utilities Commission a certificate that the present or future convenience and necessity require or will require the construction. Existing law specifies that the certificate is not required for the extension, expansion, upgrade, or other modification of existing electrical transmission facilities. This bill would require the commission to determine whether to certify the environmental impact report for an electrical infrastructure project that is a priority project, as defined, no later than 270 days after the commission determines that an application for an electrical infrastructure project is complete, except as specified. The bill would require a project applicant to identify an electrical infrastructure project that is a priority project and the basis for the designation in the application to the commission. The bill would require commission staff to review an application for a priority project no later than 30 days after it is filed and notify the applicant in writing of any deficiencies in the information and data submitted in the application. The bill would require the applicant to correct any deficiencies or notify the commission in writing why it is unable to, to correct those deficiencies, as specified, within 60 days of that notification. The bill would require the commission to deem an application for a priority project complete with a preliminary ruling setting the scope and schedule, as provided. This bill contains other related provisions and other existing laws.</p>	Watch

Bill ID/Topic	Location	Summary	Position
AB 942 Calderon D Net energy metering: eligible customer- generators: tariffs.	This bill is in the Senate Energy Utilities, & Communications Committee.	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities are generally under the direction of their governing boards. Existing law requires each electrical utility, including each electrical corporation, local publicly owned electric utility, electrical cooperative, or other entity that offers electrical service, except as specified, to develop a standard contract or tariff that provides for net energy metering (NEM), which, among other things, compensates each eligible customer-generator, as defined, for the electricity it generated during a preceding 12-month period that exceeds the electricity supplied by the electrical utility through the electrical grid to the eligible customer-generator during that same period, as provided. Existing law requires each electrical utility to make the contract or tariff available to eligible customer-generators, upon request, on a first-come-first-served basis until the time that the total rated generating capacity used by those eligible customer-generators exceeds 5% of the electrical utility's aggregate customer peak demand, except as specified. This contract or tariff is commonly known as NEM 1.0. Existing law requires the commission to develop an additional standard contract or tariff, which may include NEM, for eligible customer-generators that are customers of large electrical corporations, as defined. Existing law requires each large electrical corporation to offer this standard contract or tariff to its eligible customer-generators beginning July 1, 2017, or before that date if ordered to do so by the commission because it has reached the above-mentioned 5% NEM 1.0 program limit, and prohibits limiting the amount of generating capacity or the number of new eligible customer-generators entitled to receive service pursuant to this standard contract or tariff, as specified. This contract or tariff is commonly known as NEM 2.0. Existing law authorizes the commission to revise the standard contract or tariff as appropriate to achieve specified objectives. Pursuant to its authority, the commission adopted Decision 22-12-056 (December 19, 2022), commonly known as the net billing tariff, that creates a successor tariff to the NEM 1.0 and 2.0 tariffs and includes specified elements, including, among other things, retail export compensation rates based on hourly avoided cost calculator values averaged across days in a month, as specified, and an avoided cost calculator plus adder, based on cents per kilowatt-hour exported, available during the first 5 years of the successor tariff, as specified, known as the avoided cost calculator plus glide path. This bill would, on and after January 1, 2026, for a large electrical corporation customer that becomes a new eligible</p>	Watch

Bill ID/Topic	Location	Summary	
		customer-generator by purchasing real property that contains a renewable electrical generation facility upon which a prior eligible customer-generator took service, require the new eligible customer-generator to take service under the then-current applicable tariff adopted by the commission after December 1, 2022, disqualify the new eligible customer-generator from eligibility for the avoided cost calculator plus glide path, as specified, and require the new eligible customer-generator to pay all nonbypassable charges that are applicable to customers that are not eligible customer-generators. This bill contains other related provisions and other existing laws.	
AB 1058 Gonzalez, Jeff R Motor Vehicle Fuel Tax Law: suspension of tax.	This bill is in Assembly Transportation Committee.	Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. This bill would also direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1067 Quirk-Silva D Public employees' retirement: felony convictions.	This bill is in the Senate Appropriations Committee.	Existing law, the California Public Employees' Pension Reform Act of 2013, requires a public employee who is convicted of any state or federal felony for conduct arising out of, or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to forfeit all accrued rights and benefits in any public retirement system from the earliest date of the commission of the felony to the date of conviction, and prohibits the public employee from accruing further benefits in that public retirement system. Existing law defines "public employee" for purposes of these provisions to mean an officer, including one who is elected or appointed, or an employee of a public employer. Existing law also requires an elected public officer, who takes public office, or is reelected to public office, on or after January 1, 2006, and who is convicted during or after holding office of any felony involving accepting or giving, or offering to give, any bribe, the embezzlement of public money, extortion or theft of public money, perjury, or conspiracy to commit any of those crimes arising directly out of their official duties as an elected public officer, to forfeit all rights and benefits under, and membership in, any public retirement system in which they are a member, effective on the date of final conviction, as provided. This bill would require a public employer that is investigating a public employee for misconduct arising out of or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to continue the investigation even if the public employee retires while under investigation, if the investigation indicates that the public employee may have committed a crime. The bill would require a public employer, if the investigation indicates that the public employee may have committed a crime, to refer the matter to the appropriate law enforcement agency, and would then authorize the public employer to close the investigation. Under the bill, if a felony conviction results arising out of any conduct described above, the public employee would forfeit all accrued rights and benefits in any public retirement system pursuant to the provisions governing forfeiture described above. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1070 Ward D Transit districts: governing boards: compensation: nonvoting members.	This is a two-year bill.	Existing law provides for the formation of various transit districts and specifies the duties and powers of their governing boards. Existing law authorizes a transit district to compensate a member of the governing board for attending a board meeting and for engaging in other district business, as provided. This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system, as specified. The bill would require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members, as specified. The bill would require nonvoting members and alternate nonvoting members to have certain rights and protections, including the right to attend and participate in all public meetings of the governing board, except as specified. The bill would require the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing, among other things, negotiations with labor organizations. By expanding the duties of transit districts, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
AB 1132 Schiavo D Department of Transportation: climate change vulnerability assessment: community resilience assessment.	This is a two-year bill.	Existing law establishes the Department of Transportation to, among other things, plan, design, construct, operate, and maintain the state highway system, as provided. Pursuant to that authority, the department developed 12 district-based Climate Change Vulnerability Assessment reports designed to provide the department with a comprehensive database to help in evaluating, mitigating, and adapting to the effects of increasing extreme weather events on the state transportation system. This bill would require the department, on or before January 1, 2029, to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions, as specified. The bill would also require the department, on or before January 1, 2030, to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks, as specified.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1167 Berman D Electrical corporations and gas corporations: rate recovery: political activities and promotional advertising.	This bill is in the Senate Appropriations Committee.	Existing law authorizes the Public Utilities Commission to fix the rates and charges for public utilities, including electrical corporations and gas corporations, and requires those rates and charges to be just and reasonable. Under existing law, a regulated public utility is prohibited from using ratepayer funds for advocacy-related activities that are political or do not otherwise benefit ratepayers. This bill would prohibit, except as provided, an electrical corporation or gas corporation from recording various expenses associated with political influence activities, as defined, or with promotional advertising, as defined, to accounts that contain expenses that the electrical corporation or gas corporation recovers from ratepayers, as specified. The bill would require electrical corporations and gas corporations to clearly and conspicuously disclose in all of its public messages whether the costs of the public messages are paid for by the corporation's shareholders or ratepayers. The bill would require an electrical corporation or gas corporation, on or before May 31, 2026, and annually thereafter, to include, as part of a specified statement to the commission, certain information. The bill would require the commission to make the report publicly available, as provided. This bill would require the commission to assess a civil penalty, based on the severity of the violation, against an electrical corporation or gas corporation that violates the prohibition described above, or that neglects to comply with any part or provision of any order, decision, decree, rule, direction, demand, or requirement of the commission related to implementing that prohibition, as provided. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1198 Haney D Public works: prevailing wages.	This is a two-year bill.	<p>Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under existing law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. Under existing law, that determination does not apply to public works contracts for which the notice to bidders has been published. This bill would instead state, commencing July 1, 2026, that if the director determines, within a semiannual period, that there is a change in any prevailing rate of per diem wages in a locality, that determination applies to any public works contract that is awarded or for which notice to bidders is published after July 1, 2026. The bill would authorize any contractor, awarding body, or specified representative affected by a change in rates on a particular contract to, within 20 days, file with the director a verified petition to review the determination of that rate, as specified. The bill would require the director to, upon notice to the interested parties, initiate an investigation or hold a hearing, and, within 20 days after the filing of that petition, except as specified, make a final determination and transmit the determination in writing to the awarding body and to the interested parties. The bill would make that determination issued by the director effective 10 days after its issuance, and until it is modified, rescinded, or superseded by the director.</p>	Watch

Bill ID/Topic	Location	Summary	Position
AB 1207 Irwin D Climate change: market-based compliance mechanism: price ceiling.	This bill is in the Senate Environmental Quality Committee.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases and requires the state board to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act, until January 1, 2031, authorizes the state board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Existing law requires the state board, in adopting the regulation to, among other things, establish a price ceiling for emission allowances sold by the state board. Existing law requires the state board, in establishing the price ceiling, to consider specified factors, including the full social cost associated with emitting a metric ton of greenhouse gases. This bill would require the state board to instead consider the full social cost associated with emitting a metric ton of greenhouse gases, as determined by the United States Environmental Protection Agency in November 2023.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1218 Soria D Copper theft.	This is a two-year bill.	<p>Under existing law it is grand theft to steal copper materials valued at more than \$950. A violation of this provision is punishable either as a misdemeanor or a felony by imprisonment in county jail and specified fines. This bill would make it a crime to unlawfully possess copper materials, as specified. The bill would define what it means to “unlawfully possess” copper materials to include possessing without documentation proving lawful possession. The bill would prescribe the information that constitutes proof of lawful possession, as specified, including the identity of the seller and the date of the transaction. By expanding the scope of a crime, this bill would impose a state-mandated local program. The bill would also prohibit a person from falsifying any record intending to show proof of lawful possession. By creating a new crime, this bill would impose a state-mandated local program. Existing law prohibits any collector or dealer of metals to purchase certain junk metals, as specified, without first ascertaining that the seller legally possesses the materials. Existing law also requires the dealer to obtain evidence of the identity of the seller, including, but not limited to, the seller’s name and address. This bill would require any collector or dealer of metals to ascertain the location from which the purchased material was obtained. Existing law makes it a crime for a person who is engaged in the salvage, recycling, purchase, or sale of scrap metal to possess certain items that have been stolen or obtained by theft or extortion, as specified, and requires that the person knew or reasonably should have known that the property was stolen or failed to report possession of the items, as specified. This bill would additionally prohibit a person who is engaged in the salvage, recycling, purchase, or sale of scrap metal, as specified, from possessing certain items knowing that those items were possessed without proof of lawful possession. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.</p>	Watch

Bill ID/Topic	Location	Summary	Position
AB 1222 Bauer-Kahan D Public utilities: judicial review.	This is a two-year bill.	Existing law authorizes a party aggrieved by a decision or order of the Public Utilities Commission to file a petition for a writ of review in the court of appeal or the Supreme Court for purposes of reviewing the decision or order within 30 days after the commission issues its decision denying the application for a rehearing, or, if the application was granted, within 30 days after the commission issues its decision on the rehearing, or at least 120 days after the application is granted if no decision on rehearing has been issued. This bill would extend the 30-day time periods to 90 days. For a petition challenging a final decision of the commission on the grounds that the final decision substantially deviated from a proposed decision of a commission administrative law judge, the bill would require the court to presume the final decision to be arbitrary and unlawful unless the commission can demonstrate to the satisfaction of the court that the deviations were necessary to comply with state or federal law. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<p>AB 1243 Addis D</p> <p>Polluters Pay Climate Superfund Act of 2025.</p>	<p>This bill is in the Assembly Judiciary Committee.</p>	<p>The California Global Warming Solutions Act of 2006, until January 1, 2031, authorizes the State Air Resources Board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Existing law establishes the Greenhouse Gas Reduction Fund and requires all moneys, except for fines and penalties, collected by the state board from the auction or sales of allowances as a part of a market-based compliance mechanism to be deposited into the fund and requires the Legislature to appropriate moneys in the fund for the purpose of reducing greenhouse gas emissions in the state, as provided. Existing law, the California Climate Crisis Act, declares that it is the policy of the state both to achieve net-zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net-negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels. This bill would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere during the covered period, which the bill would define as the time period between the 1990 and 2024 calendar years, inclusive, resulting from the extraction, production, refining, sale, or combustion of fossil fuels or petroleum products, to relieve a portion of the burden to address cost borne by current and future California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuels that, during the covered period, did business in the state or otherwise had sufficient contact with the state, and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate globally, during the covered period. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
AB 1268 Macedo R Motor Vehicle Fuel Tax Law: adjustment suspension.	This bill is in the Assembly Transportation Committee.	The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax Law, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended. This bill contains other related provisions and other existing laws.	Watch
AB 1290 Wilson D High-Speed Rail Authority: Senate confirmation.	This is a two-year bill.	Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would require that the members of the authority appointed by the Governor be subject to appointment with the advice and consent of the Senate.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1331 Elhawary D Workplace surveillance.	This bill is in the Senate Judiciary Committee.	Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state the enforcement of which is not specifically vested in any other officer, board or commission. This bill would limit the use of workplace surveillance tools, as defined, by employers, including by prohibiting an employer from monitoring or surveilling workers in employee-only, employer-designated areas, as specified. The bill would provide workers with the right to leave behind workplace surveillance tools that are on their person or in their possession during off-duty hours, as specified. This bill would subject an employer who violates the bill to a civil penalty of \$500 per employee for each violation and would authorize a public prosecutor to bring specified enforcement actions.	Watch
AB 1337 Ward D Information Practices Act of 1977.	This bill is in the Senate Judiciary Committee.	Existing law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to, among other things, remove that exemption for local agencies, and would revise and expand the definition of “personal information.” The bill would make other technical, nonsubstantive, and conforming changes. Because the bill would expand the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1340 Wicks D Transportation network company drivers: labor relations.	This bill is in the Senate Appropriations Committee.	<p>Existing law declares the public policy of the state regarding labor organization, including, among other things, that it is necessary for a worker to have full freedom of association, self-organization, and designation of representatives of their own choosing, to negotiate the terms and conditions of their employment, and to be free from the interference, restraint, or coercion of employers of labor, or their agents, in the designation of such representatives or in self-organization or in other concerted activities for the purpose of collective bargaining or other mutual aid or protection. Existing law, the Protect App-Based Drivers and Services Act, added by Proposition 22, as approved by the voters at the November 3, 2020, statewide general election (the initiative), categorizes app-based drivers for network companies, as defined, as independent contractors if certain conditions are met. Existing law requires, among other things, that the network company provide a health care subsidy to qualifying app-based drivers, provide a minimum level of compensation for app-based drivers, and not restrict app-based drivers from working in any other lawful occupation or business. Existing case law holds that specified provisions of the initiative are invalid on separation of powers grounds; however, the court severed the unconstitutional provisions, allowing the rest of the initiative to remain in effect. Existing law also establishes the Public Employment Relations Board in state government as a means of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining. Existing law vests the board with jurisdiction to enforce certain provisions over charges of unfair practices for represented employees. This bill, the Transportation Network Company Drivers Labor Relations Act (act), would establish that transportation network company (TNC) drivers have the right to form, join, and participate in the activities of TNC driver organizations of their own choosing to engage in other concerted activities for the purpose of collective bargaining or other mutual aid or protection. The bill would provide that TNC drivers also have the right to refuse to join or participate in the activities of TNC driver organizations. The bill would require the board to enforce these provisions. This bill contains other related provisions and other existing laws.</p>	Watch

Bill ID/Topic	Location	Summary	Position
AB 1372 Papan D Renewable electrical generation facilities: electrified commuter railroads: regenerative braking: net billing.	This is a two-year bill.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law requires every electric utility, except as provided, to develop a standard contract or tariff providing for net energy metering, and to make this standard contract or tariff available to eligible customer-generators using renewable electrical generation facilities, as specified. Pursuant to its authority, the commission issued a decision revising net energy metering tariff and subtariffs, commonly known as the net billing tariff. This bill would include the regenerative braking from electric trains as a renewable electrical generation facility for those purposes, as provided.	Sponsor February 2025
AB 1410 Garcia D Utilities: service outages and updates: alerts.	This bill is in the Senate Appropriations Committee.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations, gas corporations, and water corporations, while local publicly owned electric utilities are under the direction of their governing boards. If the commission finds after a hearing that the rules, practices, equipment, appliances, facilities, or service of any public utility, or the methods of manufacture, distribution, transmission, storage, or supply employed by the public utility, are unjust, unreasonable, unsafe, improper, inadequate, or insufficient, the Public Utilities Act requires the commission to determine and, by order or rule, fix the rules, practices, equipment, appliances, facilities, service, or methods to be observed, furnished, constructed, enforced, or employed. This bill would require each electrical corporation, gas corporation, water corporation, or local publicly owned electric utility, on or before March 1, 2026, to automatically enroll its customers in alerts for service outages and updates. The bill would require customers to be provided with the opportunity to opt-out of any alerts they do not wish to receive, except as provided. The bill would require each of those utilities to annually provide information on customers' bills on how to update their preferred contact methods and to allow customers to update their contact information on the utility's internet website or by telephone. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1421 Wilson D Vehicles: Road Usage Charge Technical Advisory Committee.	This is a two-year bill.	Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Existing law repeals these provisions on January 1, 2027. This bill would extend the operation of the above-described provisions until January 1, 2035. The bill would also make related findings and declaration.	Watch
AB 1472 Hart D California Sea Level Rise State and Regional Support Collaborative.	This is a two-year bill.	Existing law creates within the Ocean Protection Council the California Sea Level Rise State and Regional Support Collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, planning, and, where feasible, the mitigation of the adverse environmental, social, and economic effects of sea level rise within the coastal zone, as provided. This bill would make a nonsubstantive change to this provision.	Watch
SB 30 Cortese D Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.	This bill is in the Assembly Transportation Committee.	Existing law provides various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring that equipment for continued use after the public entity decommissions the equipment. The bill would exempt the sale, donation, or transfer of that equipment from the prohibition if certain criteria are satisfied, including, among others, that the equipment is deemed to be in one of specified categories of emissions standards designated by the federal government for locomotives and the public entity certifies that the transaction will lead to a net air quality benefit where the receiving entity will be using the equipment.	Seek amendments August 2025

Bill ID/Topic	Location	Summary	Position
<p>SB 63 Wiener D</p> <p>San Francisco Bay area: local revenue measure: transportation funding.</p>	<p>This bill is in the Assembly Revenue & Taxation Committee.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter approval at the November 3, 2026, statewide general election. After allocations are made for various administrative expenses, the bill would require an unspecified portion of the proceeds of the tax to be allocated by the commission to initiatives included in a specified commission plan and to the Alameda-Contra Costa Transit District, the Peninsula Corridor Joint Powers Board, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, and other specified transit agencies for operating expenses, and would require the remaining proceeds to be subvended directly to the counties comprising the district for public transportation expenses, as prescribed. This bill contains other related provisions and other existing laws.</p>	<p>Support July 2025</p>

Bill ID/Topic	Location	Summary	Position
SB 71 Wiener D California Environmental Quality Act: exemptions: environmental leadership transit projects.	This bill is in the Assembly Natural Resources Committee.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Support April 2025

Bill ID/Topic	Location	Summary	Position
<p>SB 79 Wiener D</p> <p>Housing development: transit-oriented development.</p>	<p>This bill is in the Assembly Local Government Committee.</p>	<p>Existing law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that contains certain mandatory elements, including a land use element and a housing element. Existing law requires that the land use element designate the proposed general distribution and general location and extent of the uses of the land, as specified. Existing law requires that the housing element consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing, as specified. Existing law requires that the housing element include, among other things, an assessment of housing needs and an inventory of resources and constraints that are relevant to the meeting of these needs, including an inventory of land suitable for residential development, as provided. Existing law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified, and requires the appropriate council of local governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each locality in the region. Existing law requires each local government to revise its housing element in accordance with a specified schedule. Existing law, the Housing Accountability Act, among other things, requires a local agency that proposes to disapprove a housing development project, as defined, or to impose a condition that the project be developed at a lower density to base its decision on written findings supported by a preponderance of the evidence that specified conditions exist if that project complies with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time that the application was deemed complete. The act authorizes the applicant, a person who would be eligible to apply for residency in the housing development project or emergency shelter, or a housing organization to bring an action to enforce the act's provisions, as provided, and provides for penalties if the court finds that the local agency is in violation of specified provisions of the act. This bill would require that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with applicable requirements, as specified. Among these requirements, the bill would establish requirements concerning height limits, density, and floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided. The bill would provide that, for the purposes of the Housing Accountability Act, a proposed development consistent with the applicable standards of these provisions shall be deemed consistent, compliant, and in</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
		conformity with prescribed requirements, as specified. The bill would provide that a local government that denies a project meeting the requirements of these provisions located in a high-resource area, as defined, would be presumed in violation of the Housing Accountability Act, as specified, and immediately liable for penalties, as provided. The bill would specify that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval pursuant to specified law, except that the bill would exempt a project under these provisions from specified requirements, and would specify that the project is required to comply with certain affordability requirements, under that law. This bill contains other related provisions and other existing laws.	
SB 101 Wiener D Budget Act of 2025.	This bill was signed by the Governor on June 27, 2025.	This bill would make appropriations for the support of state government for the 2025–26 fiscal year. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch

Bill ID/Topic	Location	Summary	Position
SB 131 Committee on Budget and Fiscal Review Public Resources.	This bill was signed by the Governor on June 30, 2025.	Existing law establishes the Homeless Housing, Assistance, and Prevention program, administered by the Interagency Council on Homelessness, with respect to rounds 1 to 5, inclusive, of the program, and the Department of Housing and Community Development, with respect to round 6 of the program, for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. This bill would establish round 7 of the program. The bill would authorize the Department of Finance to augment Item 2240-001-0001 of the Budget Act of 2025 by \$8,000,000 from the General Fund to prepare to administer round 7 of the program, as specified. The bill would require the Department of Finance to provide notification of any augmentation within 10 days to the Joint Legislative Budget Committee. The bill would, effective July 1, 2026, appropriate \$500,000,000, as specified, provided that these funds be disbursed in accordance with specified requirements, including that funds from this appropriation be disbursed to a city, county, tribe, or continuum of care for round 7 of the program after a declaration by the director of the department, in consultation with the Director of Finance, that the department has substantially completed its initial disbursement of round 6 funds to the city, county, tribe, or continuum of care, and that the city, county, tribe, or continuum of care has obligated at least 50% of its total round 6 award. The bill would state the intent of the Legislature to enact future legislation that specifies the parameters for round 7 of the program, as specified. This bill contains other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
SB 272 Becker D San Mateo County Transit District: job order contracting: pilot program.	This bill is on the Assembly Floor.	The Local Agency Public Construction Act sets forth procedures that a local agency is required to follow when procuring certain services or work. The act also sets forth specific public contracting requirements for certain transit districts, including the San Mateo County Transit District for construction work contracts. The act authorizes certain local agencies, including school districts and community college districts, to engage in job order contracting, as prescribed. This bill would establish a pilot program to authorize the San Mateo County Transit District to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various procedures and requirements for the use of job order contracting under the pilot program. The bill would require the district, on or before January 1, 2030, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. The pilot program would be repealed on January 1, 2032. This bill would make legislative findings and declarations as to the necessity of a special statute for the San Mateo County Transit District.	Watch

Bill ID/Topic	Location	Summary	Position
SB 348 Hurtado D State Air Resources Board: Low Carbon Fuel Standard.	This is a two-year bill.	Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. Existing law requires the state board to adopt standards, rules, and regulations necessary for the proper execution of the powers and duties granted to, and imposed upon, the state board. The California Global Warming Solutions Act of 2006 establishes the state board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations, as provided, to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to its authority, the state board has adopted the Low Carbon Fuel Standard regulations to reduce the carbon intensity of transportation fuels used in California, as specified. This bill would require the state board, beginning no later than January 31, 2026, to reconsider and revise the Low Carbon Fuel Standard to reduce the program's financial burden on drivers in the state, including by taking specified actions.	Watch

Bill ID/Topic	Location	Summary	Position
<p>SB 400 Cortese D</p> <p>Labor: elective compensation under the Inflation Reduction Act of 2022.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law, with certain exceptions, establishes 8 hours as a day's work and a 40-hour workweek, and requires payment of prescribed overtime compensation for additional hours worked. Existing law requires a person who unlawfully withholds wages due an employee, as provided, to be subject to specified civil penalties. Existing law charges the Labor Commissioner with enforcement of these provisions. Existing law makes every person who fails to pay the wages of each employee subject to a specified penalty. Existing law requires the penalty to either be recovered by an employee as a statutory penalty or by the Labor Commissioner as a civil penalty, as prescribed. Existing law defines "public works," for purposes of regulating public works contracts, as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Existing law further requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works and imposes misdemeanor penalties for a violation of this requirement. Existing law provides that for the purposes of provisions of law relating to the payment of prevailing wages, "public works" includes specified types of construction, alteration, demolition, installation, and repair work. Existing law, the Labor Code Private Attorneys General Act of 2004, authorizes an aggrieved employee to recover through a civil action a civil penalty that may be assessed and collected by the Labor and Workforce Development Agency, as specified. This bill would, until January 1, 2029, authorize a taxpayer, employer, contractor, or subcontractor to make an elective or retroactive wage payment, as defined, to workers who performed work on a qualified renewable clean energy facility pursuant to the Inflation Reduction Act of 2022 (Public Law 117-169) if certain requirements are met, including, among others, that the facility is not a public works project, as defined, and would not otherwise be subject to the Davis-Bacon Act, as specified. The bill would specify that those provisions do not apply to, among others, violations of any other provision of law unrelated to the payment of retroactive prevailing wage correction payments in connection with the application for federal tax benefits pursuant to the Inflation Reduction Act of 2022. The bill would limit that authorization to renewable energy facility construction or repairs commenced on or after January 1, 2023, that were completed on or before December 31, 2024. The bill would make related findings and declarations.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
SB 445 Wiener D High-speed rail: third-party permits and approvals: regulations.	This bill is in the Assembly Transportation Committee.	The California High-Speed Rail Act creates the High-Speed Rail Authority (authority) to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, as specified. The act establishes legal procedures for the relocation of publicly and privately owned utility facilities, as defined, when the authority requires any utility to remove any utility facility lawfully maintained in the right-of-way of any high-speed rail property to a location entirely outside the high-speed rail property right-of-way subject to specified conditions. The act authorizes the authority and any utility to enter into a specified agreement or contract to remove or relocate any utility facility that provides for, among other things, the respective amounts of the cost to be borne by each party or that apportions the obligations and costs of each party. Existing law creates the High-Speed Rail Authority Office of the Inspector General (office) and authorizes the High-Speed Rail Authority Inspector General (inspector general) to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Existing law requires the inspector general to submit annual reports to the Legislature and Governor regarding its findings. This bill would require the authority, on or before January 1, 2026, to develop and adopt regulations setting forth requirements governing third-party permits and approvals that are necessary to deliver the high-speed rail project. The bill would require the authority to ensure that the regulations, among other things, identify the circumstances under which the authority would be required to seek to enter into a cooperative agreement with a third party, which the bill would define as a local agency or utility, that identifies who is responsible for specific utility relocations and the costs associated with those relocations. The bill would require the authority to consult with specified entities in developing the regulations and would require the authority to hold at least 2 public hearings regarding the proposed regulations. This bill contains other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
SB 496 Hurtado D Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.	This is a two-year bill.	<p>Existing law requires the State Air Resources Board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution that the state board has found necessary, cost effective, and technologically feasible. The California Global Warming Solutions Act of 2006 establishes the state board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases and requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions from those sources. Pursuant to its authority, the state board has adopted the Advanced Clean Fleets Regulation, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles. The Advanced Clean Fleets Regulation authorizes entities subject to the regulation to apply for exemptions from its requirements under certain circumstances. This bill would require the state board to establish the Advanced Clean Fleets Regulation Appeals Advisory Committee by an unspecified date for purposes of reviewing appeals of denied requests for exemptions from the requirements of the Advanced Clean Fleets Regulation. The bill would require the committee to include representatives of specified governmental and nongovernmental entities. The bill would require the committee to meet monthly and would require recordings of its meetings to be made publicly available on the state board's internet website. The bill would require the committee to consider, and make a recommendation on, an appeal of an exemption request denial no later than 60 days after the appeal is made. The bill would require specified information relating to the committee's consideration of an appeal to be made publicly available on the state board's internet website. The bill would require the state board to consider a recommendation of the committee at a public meeting no later than 60 days after the recommendation is made.</p>	Watch

Bill ID/Topic	Location	Summary	Position
SB 506 Committee on Transportation Transportation: omnibus bill.	This bill is in the Assembly Transportation Committee.	Existing law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley that meets the goals and objectives of the community, as specified. Existing law requires the authority's governing board to be composed of 15 representatives. The bill would replace the Mountain House Community Services District with the City of Mountain House on the authority's governing board. This bill contains other related provisions and other existing laws.	Watch
SB 544 Laird D Railroad crossings: permit applications: review.	This bill is in the Assembly Appropriations Committee.	Under current law, the Public Utilities Commission has the exclusive power to, among other things, determine and prescribe the manner and the terms of installation, operation, maintenance, use, and protection of railroad crossings. Existing law prohibits the construction of a public road, highway, or street across the track of any railroad corporation at grade and other specified actions with regard to railroad crossings without the permission of the commission. This bill would require an application for a railroad crossing to include, at a minimum, certain information concerning the proposed railroad crossing. The bill would authorize the commission to partially or completely exempt railroad crossing applications that meet certain requirements from review under otherwise applicable adjudication procedures and would authorize the commission to establish an expedited review and approval process for those applications.	Watch

Bill ID/Topic	Location	Summary	Position
SB 545 Cortese D High-speed rail: economic opportunities.	This bill is in the Assembly Local Government Committee.	Existing law establishes the Governor's Office of Business and Economic Development as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. Existing law creates the High-Speed Rail Authority, with specified powers and duties related to the development and implementation of a high-speed train system. This bill would require the Governor's Office of Business and Economic Development, on or before January 1, 2027, to commission a study on economic opportunities along the corridor of the California high-speed rail project, as defined, and other high-speed rail projects in California that are planned to directly connect to the California high-speed rail project, as provided, and to submit a progress report to the chairpersons of the Senate Committee on Transportation and the Assembly Committee on Transportation for input. The bill would require, on or before January 1, 2028, the study to be completed and a report on the study's findings and recommendations to be submitted to the appropriate policy and fiscal committees of the Legislature. The bill would require an infrastructure district, as defined, that uses its revenue to finance the construction of the high-speed rail project to dedicate a majority of its revenue to infrastructure projects within the jurisdiction of the local agencies that establish the district.	Watch

Bill ID/Topic	Location	Summary	Position
SB 559 Stern D Electricity: deenergization events: communications.	This is a two-year bill.	<p>Existing law requires each electrical corporation to annually prepare a wildfire mitigation plan and to submit the plan to the Office of Energy Infrastructure Safety for review and approval, as specified. Existing law requires a wildfire mitigation plan of an electrical corporation to include, among other things, protocols for deenergizing portions of the electrical distribution system that consider the associated impacts on public safety, and protocols related to mitigating the public safety impacts of those protocols, including impacts on critical first responders and on health and communications infrastructure. Existing law requires a wildfire mitigation plan of an electrical corporation to also include appropriate and feasible procedures for notifying a customer who may be impacted by the deenergizing of electrical lines and requires these procedures to consider the need to notify, as a priority, critical first responders, health care facilities, and operators of telecommunications infrastructure with premises within the footprint of a potential deenergization event. This bill would require, consistent with the above-described protocols, an electrical corporation to immediately notify, when possible and at the time a decision to conduct a deenergization event is made, public safety partners about the potential public safety impacts of the deenergization event, as specified. The bill would require detailed status information on restoration efforts to be made available to emergency management organizations, public safety officials, customers, and the public, where feasible, with regular progress updates issued at intervals of no more than 12 hours, for all impacted circuits, as specified. The bill would require, in advance of a deenergization event, an electrical corporation to make a reasonable effort to publish and make available weather conditions observed within the affected circuit being considered for deenergization, as provided. Once hazardous conditions subside, the bill would require an electrical corporation to prioritize the restoration of electricity and begin efforts to reenergize lines without unnecessary delays when safe to do so. The bill would make electrical corporations responsible for the continual monitoring and eventual restoration of circuits affected by a deenergization event. The bill would require each electrical corporation to submit an annual report to the Public Utilities Commission that details its compliance with the transparency and restoration requirements of these provisions, as provided. This bill contains other related provisions and other existing laws.</p>	Watch

Bill ID/Topic	Location	Summary	Position
SB 578 Smallwood-Cuevas D California Workplace Outreach Program.	This bill is in the Assembly Appropriations Committee.	Existing law establishes the Department of Industrial Relations within the Labor and Workforce Development Agency to, among other things, foster, promote, and develop the welfare of wage earners, to improve their working conditions, and to advance their opportunities for profitable employment. This bill would, until January 1, 2031, require the department, upon appropriation of funds for this purpose, to establish and maintain the California Workplace Outreach Program to promote awareness of, and compliance with, workplace protections that affect workers. The bill would require the department to issue a competitive request for application to qualified organizations, as defined, to provide education and outreach services to workers and to assist workers to assert their workplace rights. This bill contains other related provisions.	Watch
SB 642 Limón D Employment: payment of wages.	This bill is in the Assembly Appropriations Committee.	Existing law imposes varying requirements upon employers to share the pay scale for a position with an applicant or in a job posting, as provided. Existing law defines “pay scale” as the salary or hourly wage range that the employer reasonably expects to pay for the position. This bill would revise the definition of “pay scale” to mean an estimate of this expected wage range that an employer reasonably expects to pay for the position upon hire and is made in good faith. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<p>SB 667 Archuleta D</p> <p>Railroads: safety: wayside detectors: train length: emergency vehicle crossing.</p>	<p>This is a two-year bill.</p>	<p>The existing Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce. This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train with maximum spacing specified for individual detection devices along a continuous track. The bill would define “wayside detector system” to mean an electronic device or series of connected devices that scans passing freight trains and their component equipment and parts for defects. The bill would require the Public Utilities Commission to (1) establish a process for freight train crews to receive alerts from wayside detectors, (2) create standards for freight train inspections to be conducted following the receipt of an alert from a wayside detector, as provided, and (3) adopt rules necessary to implement these provisions. This bill contains other related provisions.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
SB 707 Durazo D Open meetings: meeting and teleconference requirements.	This bill is in the Assembly Local Government Committee.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. This bill would, until January 1, 2030, require an eligible legislative body, as defined, to comply with additional meeting requirements, including that, except as specified, all open and public meetings include an opportunity for members of the public to attend via a 2-way telephonic service or a 2-way audiovisual platform, as defined, and that the eligible legislative body take specified actions to encourage residents to participate in public meetings, as specified. This bill contains other related provisions and other existing laws.	Watch
SB 714 Archuleta D Zero-emission vehicles: workforce development: Clean Energy Workforce Training Council.	Pending referral to policy committee.	Existing law, upon appropriation by the Legislature, establishes the position of Deputy Secretary for Climate within the Labor and Workforce Development Agency, to be appointed by the Governor and subject to confirmation by the Senate, for the purpose of assisting in the oversight of California's workforce transition to a sustainable and equitable carbon-neutral economy. Existing law requires the deputy secretary to perform specified duties, including creating or coordinating programs with other state agencies to retrain and upskill workers for, among other jobs, clean energy jobs, as specified. This bill would state the intent of the Legislature to enact legislation that would establish a zero-emission vehicle workforce development pilot project and a Clean Energy Workforce Training Council, as provided.	Watch
SB 735 Committee on Local Government Validations.	This bill is on the Governor's desk.	This bill would enact the First Validating Act of 2025, which would validate the organization, boundaries, acts, proceedings, and bonds of the state and counties, cities, and specified districts, agencies, and entities. This bill contains other related provisions.	Watch

Bill ID/Topic	Location	Summary	Position
SB 741 Blakespear D Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.	This bill is in the Assembly Natural Resources Committee.	The California Coastal Act of 1976, which is administered by the California Coastal Commission, requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit from a local government or the commission. Existing law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways, as provided. This bill would expand that exemption to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor, as provided. This bill would make legislative findings and declarations as to the necessity of a special statute for the Los Angeles-San Diego-San Luis Obispo Rail Corridor.	Watch
SB 752 Richardson D Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.	This bill was held on the Suspense File in the Senate Appropriations Committee.	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2026, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2028. This bill contains other related provisions.	Watch

**Caltrain
Federal Report
August 2025**

Congressional Update

Senate Passes First Appropriations Minibus Ahead of August Recess

- On August 1, the Senate passed its first three spending bills: Agriculture-FDA, Military Construction-Veterans Affairs, and Legislative Branch. All three bills had bipartisan support. In the House, members were only able to pass their Defense and Military Construction-Veterans Affairs measures.
- However, it is still highly unlikely that Congress will be able to pass all 12 appropriations bills before the current federal funding expires on September 30. Congress is likely to consider a continuing resolution (CR) to avoid a government shutdown on October 1. Nonetheless, Senate leadership has expressed a desire to have at least some full-year bills sent to the President's desk while some House members continue to advocate for another long-term CR.
- Potential implications of a government shutdown could impact the functions of federal departments. Federal workers could be asked to stay and work without pay or be furloughed if they are considered nonessential. Coordination with regional offices of federal departments could slow, as well as the agencies' work on pending grant applications.

House and Senate Release Respective Transportation-HUD Funding Bills

- In July, the House and Senate released their versions of the Transportation-HUD funding bill ahead of the September 30 funding deadline. Generally, Senate appropriators allocated more funding than the House for many transportation programs.
- The below table summarizes the funding levels for relevant programs within the Department of Transportation (DOT) for Caltrain:

DEPARTMENT OF TRANSPORTATION

FY 2026 FEDERAL FUNDING PRIORITIES

	FY 2025 Enacted	FY 2026 House	FY 2026 Senate	FY 2026 Final
BUILD Plus-Up <i>(previously known as RAISE, IIJA continues to provide \$1.5 Billion in mandatory spending)</i>	\$345 million plus-up	\$0	\$250 million plus-up	
Federal Railroad Administration (FRA)	\$2,924 billion	\$272.476 million	\$2.914 billion	
CRISI Plus-Up	\$100 million	\$538 million	\$151 million plus-up	
Federal State Partnership Grants	\$75 million	\$0	\$75 million	
Federal Transit Administration (FTA)	\$16,603 billion	\$14.91 billion	\$16.890 billion	
Transit Infrastructure Grants	\$45.569 million	\$97.266 million	\$140.857 million	
Capital Investment Grants Program	\$2.205 billion	\$53.7 million	\$1.95 billion	
Transit Infrastructure Formula Funding (authorized by IIJA)	\$14.279 billion	\$14.642 billion	\$14.642 billion	

Senate Confirms Marc Molinaro as FTA Administrator in Bipartisan Vote

- On August 2, the Senate confirmed former Congressman Marc Molinaro to lead the Federal Transit Administration (FTA). The 73-21 vote comes four months after the Senate Banking, Housing, and Urban Affairs Committee approved his nomination. Since April, Molinaro has served as a senior advisor to Department of Transportation (DOT) Secretary Sean Duffy on transit issues.
- Molinaro represented New York's 19th congressional district from 2023-2025 and was the county executive for Dutchess County, New York from 2012-2023. Over the past few months, he has outlined his priorities for the FTA, notably focusing on the 11 U.S. cities that will host FIFA World Cup Games next year. He has also pledged to allow nonpartisan career staff at the FTA to oversee safety enforcement.
- Former Acting Administrator Tariq Bokhari will serve as Deputy Administrator. Bokhari did not require Senate confirmation and has therefore served as Acting Administrator since the start of the Trump Administration.

Senate EPW Holds Hearing on Surface Transportation Reauthorization Perspectives

- On July 16, the Senate Committee on Environment and Public Works (EPW) held a [hearing](#) to gather stakeholder input on congressional priorities for the 2026 Surface Transportation Reauthorization bill. Witnesses consisted of Phoenix Mayor Kate Gallego,

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North Dakota Governor Kelly Armstrong, and Austin Ramirez, CEO of Husco International.

- As the current reauthorization, enacted through the Infrastructure Investment and Jobs Act (IIJA), is set to expire next year, Senators questioned witnesses on changes and improvements the Committee can make in the next bill to better address the country's surface transportation needs.
- Witnesses stressed the importance of providing formula funding that gives states flexibility to address their specific needs, investing in infrastructure resilience and climate adaptation, and streamlining permitting reform to shorten project delivery timelines. There was broad bipartisan agreement on the need to build safe, efficient, and reliable transportation systems, especially in rural areas and communities vulnerable to extreme weather patterns.

House T&I Committee Holds Hearing on DOT FY26 Budget Request and Additional Funding Priorities

- On July 16, the House Transportation and Infrastructure (T&I) Committee convened a [hearing](#) with DOT Secretary Sean Duffy to discuss the Department's FY26 budget request and its programs and policies.
- Secretary Duffy focused on transportation safety and infrastructure modernization, detailing a \$12.5 billion investment from the One Big, Beautiful Bill Act ([H.R. 1](#)) in air traffic control (ATC) upgrades and the role of emerging technologies in preventing future incidents.
- The hearing included a bipartisan focus on delays in federal grant obligations, with calls for balanced infrastructure solutions and streamlined project delivery despite some partisan disagreements over equity and environmental criteria in DOT grants. Sec. Duffy defended DOT's review of over 3,200 outstanding grants and stated that, while some programs were being reevaluated, most were progressing through the review process.

Administration Update

President Trump Signs Executive Order to Change Federal Grant Process

- On August 7, President Trump signed an executive order entitled "Improving Oversight of Federal Grantmaking." The order requires a Trump Administration appointee to review funding opportunity announcements and grant awards.
- While political appointees have generally exerted at least some control over grant awards, the executive order attempts to ensure President Trump's appointees have greater say in the outflow of grant dollars. Since President Trump took office in January, his appointees

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have sought to ensure grant dollars do not fund projects that deviate from the President's executive orders.

- The text of the executive order can be found [here](#). A fact sheet from the White House can be found [here](#).

FEMA Announces Transit Security Grant Program NOFO

- On Friday, July 25, the Federal Emergency Management Agency (FEMA) announced nearly \$1 billion in federal funding available to support state and local jurisdictions with disaster preparation through 15 funding opportunities.
- Included in the announcement was the release of the NOFO for the [Transit Security Grant Program](#) (TSGP). Applications for TSGP are due by August 15, 2025. Additional information can be found [here](#).