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Agenda

Peninsula Corridor Joint Powers Board

Advocacy and Major Projects (AMP) Committee Meeting

September 24, 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.

September 24, 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 for August 27, 2025 Motion
6. Adopt Revised Long-Range Service Vision Motion
7. Receive State and Federal Legislative Update Informational
8. Receive Update on San Francisco Railyards Project Informational
9. Committee Member Requests
10. Date/Time of Next Regular AMP Committee Meeting: Wednesday, October 29, 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 August 27, 2025**

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

Staff Present: J. Baker, M. Bouchard, C. Fromson, J. Harrison, L. Ko, M. Lee,
L. Lumina-Hsu, D. Ryan, M. Stewart, K. Yin

1. Call to Order

Chair Heminger called the meeting to order at 3:30 pm.

2. Roll Call

Loana Lumina-Hsu, JPB Deputy Secretary, 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

Roland commented on Dumbarton Rail Extension grant funds cancellation and Diridon Station Redevelopment Project progress between the AMP and Technology, Operation, Planning, and Safety (TOPS) Committees.

5. Approval of Meeting Minutes for April 23, 2025

Motion/Second: Gee/Abe-Koga
Ayes: Abe-Koga, Gee, Heminger
Noes: None

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

Michelle Stewart, Director, Grant and Fund Management; Marian Lee, Diridon Station Project Director, and Elizabeth Scanlon, Transit Practice Leader, Kimley-Horn & Associates, provided the presentation that included the following:

- May 2025 Steering Committee approved Fiscal Year (FY) 2025-2028 \$41 million workplan budget, commencement of environmental review, and Caltrain-lead designation

- Caltrain to manage Program Management, National Environmental Policy Act (NEPA)/California Environmental Quality Act (CEQA) documentation and associated technical studies and engineering
- Use funds from Regional Measure 3 (\$27,659,616) and Measure B (\$6,000,000)

Motion/Second: Gee/Abe-Koga

Ayes: Abe-Koga, Gee, Heminger

Noes: None

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

Ms. Lee; Ms. Scanlon; Kevin Yin, Director, Contracts and Procurement; and Rich Walter, Project Manager, ICF Jones & Stokes, Inc.; provided the presentation that included the following:

- Two proposals received during solicitation process; Steering Committee determined Request for Proposal (RFP) requirements were met; price analysis conducted
- Funding agreement approval to occur in September and October 2025 for Metropolitan Transportation Commission's (MTC) Regional Measure 3 and Valley Transportation Authority's (VTA) Measure B (Caltrain Core Capacity Improvement)

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

- Local firm to coordinate project; proposals received from firms with large teams who can provide necessary technical services for complex and unique scope of work
- Interview process based on scoring range; previous work history (electrification) with ICF Jones & Stokes, Inc.

Motion/Second: Abe-Koga/Gee

Ayes: Abe-Koga, Gee, Heminger

Noes: None

Public Comment

Roland commented on the project's environmental clearance and design.

8. Receive State and Federal Legislative Update

Casey Fromson, Chief of Staff; Jason Baker, Director, Government and Communication Affairs; and Devon Ryan, Government Affairs Officer, provided the presentation that included the following:

Federal:

- Appropriations (passing of bills and continuing resolution); surface transportation bill reauthorization

- August 7 Presidential Executive Order “Improving Oversight of Federal Grantmaking;” previously awarded grants to undergo review for compliance with Federal Administration guidelines; Caltrain currently does not have grants impacted; staff actively tracking

State:

- California State Transportation Authority (CALSTA) Transit Transformation Task Force Meeting; Task Force members directly asking for state operations funding
- Cap-and-Invest Program (renamed from Cap and Trade) proposal to extend until 2045 but does not accommodate previous expenditure levels
 - Potential bookend investments and business case scenarios for High-Speed Rail (HSR)
- Senate Bill (SB) 63 timeline and Caltrain involvement
- SB 125 - Possible revocation of \$25.4 million funds allocated to Caltrain but not yet distributed
- FY27 \$750 million transit operations loan

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

- Funding allocations and prioritization for the HSR bookends; organizational body for allocating bookend funds
- Accountability of projects to ensure prioritized projects meet desired outcome
- Cap-and-Invest auctions for predictive allocations; currently, less than anticipated but may be higher in the future

Public Comment

Roland commented on Cap and Invest revenues and mandating train electrification.

- 9. Committee Member Requests** – The Committee requested the Cap-and-Invest presentation and bookend discussion be presented to the full Board.
- 10. Date/Time of Next Regular AMP Committee Meeting:** Wednesday, September 24, 2025, at 3:30 pm.
- 11. Adjourn** - The meeting adjourned at 4:31 pm.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Advocacy and Major Projects (AMP) Committee
Through: Michelle Bouchard, Executive Director
From: Dahlia Chazan, Chief, Caltrain Planning and Real Estate
For: October 2025 JPB Board of Directors Meeting
Subject: **Adopt Revised Long-Range Service Vision**

Finance Committee
Recommendation

Technology, Operations, Planning,
and Safety Committee
Recommendation

Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

Staff recommend that the Board adopt the proposed changes to Caltrain’s Long-Range Service Vision.

Discussion

This presentation will provide Board members with an overview of staff’s proposed changes to Caltrain’s Long-Range Service Vision policy document and provide the Board with an opportunity to adopt the proposed changes to the policy. Content will focus on two categories of changes: adjustments to policy direction and improvements to policy functionality. Attached to this report are both the full text of the current (2019) adopted Service Vision and the proposed draft for adoption (2025).

Background on Service Vision

Caltrain’s current Long-Range Service Vision was adopted by the Peninsula Corridor Joint Powers Board (JPB) in Fall 2019, following a multi-year technical planning and community engagement process known as the Caltrain Business Plan. Conducted from approximately 2017-2020, with final documentation published in 2022, the Business Plan built internal technical knowledge across a range of disciplines, reviewed organizational changes required for Caltrain’s transition to electrified service, and cultivated alignment across staff, partners, and the public regarding the railroad’s future. The Board’s 2019 adoption of the Long-Range Service Vision remains the central and most durable policy output of the Business Plan. It is important to note that staff are currently refreshing the policy document of Caltrain’s Long-Range Service Vision, not revisiting the Caltrain Business Plan process.

The current Long-Range Service Vision sets a high-level target for the future development of the railroad’s service. It outlines specific minimum hourly service levels, service patterns, and associated supporting infrastructure needed to achieve this Caltrain service. The Vision also explicitly references JPB’s existing agreements with current and future tenant operators—including the California High Speed Rail Authority—as well as planned State and regional

partner projects that will enable and inform future service on the corridor. Since 2019, it has provided foundational guidance for plans, projects, and policies related to the long-term development of the railroad and management of JPB-owned assets.

Proposed Changes

The adopted Long-Range Service Vision directs staff to provide periodic updates approximately every five years, reaffirming and refining the railroad's future direction. In this update, staff propose targeted adjustments to policy direction and improvements to policy functionality, as outlined below. Taking action at this time to adopt these proposed changes to Caltrain's Long-Range Service Vision would benefit Caltrain and its partners by reducing costs and increasing feasibility of plans and projects, including potential development projects and potential major infrastructure projects along the corridor.

Staff propose two primary adjustments in policy direction. First, staff recommend confirming the Core Service Vision as JPB's goal for future maximum rail service on the corridor (eight Caltrain plus four High Speed Rail Authority trains, for a total of 12 trains per hour per direction in the peak hours between San Francisco and San Jose). Second, staff recommend removing language that directs planning for Expanded Growth in service, beyond the Core Service Vision (service levels greater than 12 total trains per hour per direction in the peak hours between San Francisco and San Jose). Staff believe these proposed changes will clarify for Caltrain, its partners, and corridor communities that the future maximum service goal between San Francisco and San Jose is to grow from the current four trains per peak hour per direction to an ultimate 12 total trains per peak hour per direction—comprising eight Caltrain trains and four California High Speed Rail Authority trains.

Beyond these policy adjustments, staff have identified key areas for further improvement to enhance the policy's functionality for Caltrain and its partners in the years to come. Staff suggest the addition of high-level goals that illuminate what the railroad would like to achieve through its management of the corridor and delivery of rail service. Staff suggest clarifying requirements regarding potential future regional and State rail connections on the Caltrain corridor. Furthermore, staff recommend removing the 2040 horizon date and shifting away from the implementation focus on the Caltrain Business Plan processes. Updates put forward by staff would also shift the implementation emphasis toward near-term planning for financial stability and developing interpretive guidance on applying the Long-Range Service Vision in both planning and capital project contexts.

Process and Next Steps

The update process for the Long-Range Service Vision began in Spring 2025, and it has involved engagement with the Board, corridor communities, and Caltrain's partners. Feedback has been incorporated into the draft policy that is proposed for Board adoption at the October JPB meeting.

Following adoption of the updated Service Vision, Caltrain staff will shift to nearer-term strategic planning work to provide a technical planning process to analyze and answer key questions that Caltrain and its Board will face in the coming years. In particular, development of a Plan for Caltrain’s Next Decade will help guide nearer-term service and financial decision-making. This technical planning process is anticipated to include: market analysis of demand and capacity for Caltrain; service planning, for both the mainline and the corridor south of San José; infrastructure requirements and timelines; costing and funding; gate-downtime analysis and projections; and development of thresholds for changing service in the future. It will be consistent with Caltrain’s 10-Year Strategic Financial Plan, Capital Improvement Plan, and the Updated Long-Range Service Vision. Staff also intend to update Caltrain’s Rail Corridor Use Policy (RCUP) and Transit-Oriented Development Policy (TOD Policy) to ensure they are consistent with the updated Long-Range Service Vision.

Budget Impact

This project has no impact on the budget.

Prepared By:	Dahlia Chazan	Chief, Caltrain Planning and Real Estate	09/05/2025
	Melissa Jones	Deputy Director, Caltrain Policy Development	09/05/2025

Resolution No. 2025-

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

* * *

Adopt Revised Caltrain Long Range Service Vision

Whereas, the Peninsula Corridor Joint Powers Board (JPB) acquired the right-of-way for the Caltrain rail service from Southern Pacific in 1991, and assumed full responsibility for the ownership, operation, maintenance, and improvement of the corridor from San Francisco to San Jose, as well as the passenger rail service between San Francisco and Gilroy; and

Whereas, to prepare for modernization and expansion following the electrification of the Caltrain rail service, JPB developed a Caltrain Business Plan between 2017 and 2020 to articulate a long-term vision and business strategy for the system up to the year 2040, which reflects an expanded frequency of service, higher capacity, and improved travel times; and

Whereas, during the development of the Caltrain Business Plan, the Board of Directors (Board) received periodic reports and provided input on the development of the plan; and

Whereas, on October 3, 2019, the Board adopted a Long-Range Service Vision for the Caltrain rail corridor, following a multi-year technical planning and community engagement process; and

Whereas, the adoption of a single Long-Range Service Vision was a critical policy action by the Board as it established a long-range, specific goal for the system to achieve, and with that, has enabled Caltrain and its partners to continue advancing key planning and policy efforts and major capital projects; and

Whereas, the current policy directs the railroad to plan for a Core Service Vision of substantially expanded rail service on the corridor, and outlines specific minimum hourly service levels, service patterns, and associated supporting infrastructure needed to achieve the growth in service; and

Whereas, the current Long-Range Service Vision directs the railroad to continue planning beyond the Core Service Vision for a potential Expanded Growth higher level of service as well as potential new and mega-regional connections;

Whereas, the Long-Range Service Vision has provided foundational guidance for plans, projects, and policies related to the long-term development of the railroad and management of JPB-owned assets; and

Whereas, the Long-Range Service Vision directs staff to provide periodic updates approximately every five years, to reaffirm and refine the railroad's future direction; and

Whereas, staff have proposed targeted adjustments to the Long-Range Service Vision's policy direction and improvements to policy functionality; and

Whereas, staff have engaged in outreach efforts with Caltrain communities, partners, and this Board to receive input on the proposed adjustments to the Long-Range Service Vision and have considered all comments received; and

Whereas, the proposed changes would benefit Caltrain by reducing costs and increasing feasibility of plans and projects, including development projects and infrastructure projects; and

Whereas, first, staff recommend confirming the Core Service Vision as JPB’s goal for future maximum rail service on the corridor, for a total of 12 trains per hour per direction in the peak hours between San Francisco and San Jose — comprising eight Caltrain trains and four California High Speed Rail Authority trains; and

Whereas, second, staff recommend removing language that directs planning for Expanded Growth in service beyond the Core Service Vision of 12 total trains per hour per direction in the peak hours between San Francisco and San Jose; and

Whereas, these changes would clarify the maximum service goal between San Francisco and San Jose is to grow from Caltrain’s current four trains per peak hour per direction to 12 total trains per peak hour per direction; and

Whereas, staff propose additional changes to improve the functionality of the Long-Range Service Vision, including high level goals for management of the corridor and rail service, clarification of requirements for potential future regional and State rail connections on the Caltrain corridor, removal of the 2040 horizon date and shifting away from the implementation focus on the Caltrain Business Plan processes, and focusing on nearer-term strategic planning for financial stability, providing service, and infrastructure development.

Now, Therefore, Be It Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby adopts the revised Caltrain Long-Range Service Vision as set forth in the attachment to this Resolution, and directs staff to use this Vision to guide planning activities as applicable; and

Be It Further Resolved that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes staff to shift to nearer-term strategic planning work, including the provision of a technical planning process, as part of this revised Long-Range Service Vision.

Regularly passed and adopted this 9th day of October, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, Peninsula Corridor Joint Powers Board

Attest:

JPB Secretary

THE CALTRAIN 2040 LONG RANGE SERVICE VISION

The following "Caltrain 2040 Long Range Service Vision" has been adopted by the Peninsula Corridor Joint Powers Board to guide the long-range development of the Caltrain rail service and supporting plans, policies and projects. This Long Range Service Vision has been based on detailed technical analysis undertaken by Caltrain and its partner agencies as part of the "Caltrain Business Plan" process during 2018 and 2019. This Long Range Service Vision will be periodically reaffirmed and updated by the Board as described in section 4.

- 1) Caltrain's Long Range Service Vision directs the railroad to plan for substantially expanded rail service that, by 2040, will address the local and regional mobility needs of the corridor while supporting local economic development activities. When fully realized, this service will provide;
 - A. A mixture of express and local Caltrain services operated in an evenly spaced, bi-directional pattern
 - B. Minimum peak hour frequencies of:
 - 8 trains per hour per direction on the JPB-owned corridor between Tamien Station in San Jose and San Francisco, extended to Salesforce Transit Center at such time as the Downtown Extension is completed
 - 4 trains per hour per direction between Blossom Hill and Tamien Stations, subject to the securing of necessary operating rights
 - 2 trains per hour per direction between and Gilroy and Blossom Hill Stations, subject to the securing of necessary operating rights
 - C. Off-peak and weekend frequencies of between 2 and 6 trains per hour per direction north of Blossom Hill and hourly between Gilroy and Blossom Hill, with future refinements to be based on realized demand
 - D. Accommodation of California High Speed Rail, Capitol Corridor, Altamont Corridor Express and freight services in accordance with the terms of existing agreements
 - E. Delivery of these services will occur through the incremental development of corridor projects and infrastructure to be further defined through individual planning process, feasibility studies and community engagement. At this time, such infrastructure is conceptually understood to include:
 - i. Investments in rail systems including a new, high performance signal system

- ii. Station modifications including platform lengthening, level boarding, and investments in station access facilities and amenities to support growing ridership and improve customer experience
 - iii. New and modified maintenance and storage facilities in the vicinity of both terminals as well as the expansion of the electrified Caltrain fleet
 - iv. A series of short, 4-track stations and overtakes at various points throughout the corridor
 - v. Completion of key regional and state partner projects including:
 - 1. The Downtown Extension to the Salesforce Transit Center
 - 2. The reconstruction of Diridon Station and surrounding rail infrastructure
 - 3. The reconstruction and electrification of the rail corridor south of Control Point Lick to the Gilroy Station
 - 4. Additional improvements to allow for the operation of High Speed Rail service between Gilroy and San Francisco
 - 5. The substantial grade separation of the corridor as well as safety upgrades to any remaining at-grade crossings, undertaken in a coordinated strategic manner driven by the desires of individual local jurisdictions as well as legal requirements associated with any proposed 4-track segments.
- 2) Caltrain’s Long Range Service Vision further directs the railroad to continue its planning for a potential “higher” growth level of service as well as potential new regional and mega-regional connections. Specifically, the Long Range Service Vision directs the railroad to:
- A. Work with regional and state partners to collectively plan for and study the feasibility of higher levels of service as well as expanded regional and mega-regional rail connections. This work includes planning related to the Dumbarton Rail Corridor, a potential second Transbay Crossing, the potential for expanded Altamont Corridor Express and Capitol Corridor services, a potential extension of rail service to Monterey county, and ongoing planning related to the California High Speed Rail system.
 - B. To take certain specific actions to anticipate and, where feasible and financially practicable, facilitate, such higher levels of service and connections as they specifically relate to:
 - i. The planning of rail terminals and related facilities
 - ii. The sale or permanent encumbrance of JPB land
 - iii. The design of grade separations in areas where 4-track segments may be required
 - iv. The sizing of future maintenance facilities and storage yards

- C. To return to the Board with a recommendation regarding any formal expansion of the Long Range Service Vision at such a time as clear regional and state policy commitments are in place, the financial, operational and physical feasibility of such an option on the corridor has been confirmed, and community impacts have been assessed and affected communities have been consulted.
- 3) Caltrain's Long Range Service Vision directs the railroad to prepare for the implementation of the Vision by:
- A. Completing the Caltrain Business Plan including additional analyses of issues related to funding, connectivity and access, and equity as well as the identification of a detailed implementation program of next steps and follow on work
 - B. Evolving the organization in a manner that best prepares the railroad to deliver the service vision by deliberately and transparently addressing the issues of service delivery, internal organization and governance
 - C. Seeking the new and dedicated sources of funding that will be needed to sustain the railroad's operation and to incrementally implement the long range service vision
- 4) Finally, Caltrain's Long Range Service Vision directs the railroad to periodically reaffirm the Vision to ensure that it continues to provide relevant and useful guidance to the railroad. Such reaffirmations should occur:
- A. At a regular intervals of no less than 5 years
 - B. In response to significant changes to JPB or partner projects that materially influence the substance of the Long Range Service Vision

THE CALTRAIN LONG RANGE SERVICE VISION

Adopted October 2025

The following “Caltrain Long-Range Service Vision” has been adopted by the Peninsula Corridor Joint Powers Board (PCJPB) to guide the long-range development of the Caltrain rail service and supporting plans, policies, and projects. This Long-Range Service Vision will be periodically reaffirmed and updated by the Board as described in Section 4 below.

This updated policy supersedes Caltrain’s first Long-Range Service Vision, which was adopted by the PCJPB in October 2019 as a key output of the Caltrain Business Plan, an extensive technical planning and engagement process led by Caltrain and its partners. At that time, Caltrain’s ridership had reached historic levels with on-board capacity significantly constrained. Even with the enhancements anticipated from Caltrain Electrification, rapid ridership growth and crowded on-board conditions were expected to continue far into the future. Supported by the findings from the Caltrain Business Plan process, PCJPB adopted a Long-Range Service Vision to respond to projected future demand and to provide clarity regarding future service levels on the corridor for Caltrain and its partners.

In the years since the COVID-19 pandemic, however, conditions for Caltrain and its partners have shifted substantially. After dropping to historic lows during the pandemic, Caltrain’s ridership was slow to recover in the early 2020s; large ridership gains have been recently realized since the start of electrified service in fall 2024, but ridership remains lower than pre-pandemic levels amidst long-term travel pattern changes in the region. Accompanying this recent reduction in demand for rail service, future population projections along the corridor have been reduced, potentially impacting future demand for service. Caltrain’s business model for operating and maintaining the railroad has shifted from one that was heavily dependent on self-generated revenue before the pandemic to one that is now increasingly reliant on external, public subsidies amid long-term funding uncertainty. Additionally, in recent years, costs have increased dramatically for planning, designing, and building major capital projects, such as grade separation projects and terminal projects; at the same time, funding availability for such projects has decreased, resulting in delays for many projects’ planning horizons.

PCJPB recognizes that in spite of these shifts, it remains crucial for Caltrain and its partners to have Board-adopted policy that clarifies long-term future service levels and that serves to guide long-term decision-making across the corridor. PCJPB also recognizes that in light of these shifts, it is critical that this policy affirm the long-term future service maximum for peak hour service. In reaffirming this policy, PCJPB also recognizes that Caltrain and its partners will endeavor to achieve the policy’s overarching goal for service, while continuing to navigate near- and mid-term challenges, and in the longer-term, to incrementally advance towards the Long-Range Service Vision.

1. Caltrain's Long Range Service Vision directs the railroad to manage the corridor and provide customer-focused service towards achieving the following goals:
 - a. Offer safe, reliable, accessible, and sustainable transportation that enhances quality of life for all;
 - b. Foster community connectivity, mobility, and vitality;
 - c. Improve environmental sustainability and public health outcomes; and,
 - d. Strengthen regional economic opportunities, prosperity, and competitiveness.

2. Towards these goals, Caltrain's Long-Range Service Vision directs the railroad to plan in the long-term for substantially expanded rail service that, over the coming decades, will address the local and regional mobility needs of the corridor while supporting local economic development activities. When fully realized, this service will provide:
 - a. A mixture of express and local Caltrain services operated in an evenly spaced, bidirectional pattern;
 - b. Maximum peak hour frequencies of:
 - i. 8 trains per hour per direction on the JPB-owned corridor between Tamien Station in San Jose and San Francisco, extended to Salesforce Transit Center,
 - ii. 4 trains per hour per direction between Blossom Hill and Tamien Stations, subject to the securing of necessary operating rights,
 - iii. 2 trains per hour per direction between and Gilroy and Blossom Hill Stations, subject to the securing of necessary operating rights;
 - c. Off-peak and weekend frequencies of between 2 and 6 trains per hour per direction north of Blossom Hill and hourly between Gilroy and Blossom Hill, with future refinements to be based on realized demand;
 - d. Accommodation of California High Speed Rail, Capitol Corridor, Altamont Corridor Express and freight services in accordance with the terms of existing agreements;
 - e. Delivery of these services will occur through the incremental development of corridor projects and infrastructure to be further defined through individual planning process, feasibility studies and community engagement. At this time, such infrastructure is conceptually understood to include:
 - i. Investments in rail systems including a new, high performance signal system,
 - ii. Station modifications including platform lengthening, level boarding, and investments in station access facilities and amenities to support growing ridership and improve customer experience,
 - iii. New and modified maintenance and storage facilities in the vicinity of both terminals as well as the expansion of the electrified Caltrain fleet,

- iv. A series of short, 4-track stations and overtakes at various points throughout the corridor,
 - v. Completion of key regional and state partner projects including:
 - 1. The Portal to the Salesforce Transit Center,
 - 2. The reconstruction of Diridon Station and surrounding rail infrastructure,
 - 3. The reconstruction and electrification of the rail corridor south of Control Point Lick to the Gilroy Station,
 - 4. Additional improvements to allow for the operation of High-Speed Rail service between Gilroy and San Francisco,
 - 5. The substantial grade separation of the corridor as well as safety upgrades to any remaining at-grade crossings, undertaken in a coordinated strategic manner driven by the desires of individual local jurisdictions as well as legal requirements associated with any proposed 4-track segments.
3. Further, Caltrain's Long-Range Service Vision directs the railroad to consider new regional and megaregional connections that may result in changes to rail service on the corridor. Specifically, the Long-Range Service Vision directs the railroad to:
- a. Work with regional and State partners to collectively consider the feasibility of expanded regional and megaregional rail connections that either extend or interact with Caltrain's service and corridor. This work is anticipated to include ongoing planning related to the California High Speed Rail system. It could also potentially include engaging in other partner agency planning efforts, such as endeavors related to the Dumbarton Rail Corridor, the Link21 program, the potential for expanded Altamont Corridor Express and Capitol Corridor services, and a potential extension of rail service to Monterey County.
 - b. To return to the Board with a recommendation regarding any formal expansion or modification of the Long-Range Service Vision to explicitly include such connections at such a time as:
 - i. The financial, operational, and physical feasibilities of such connections have been confirmed to the PCJPB;
 - ii. The PCJPB's role in the advancement, funding, delivery, and operation of any such connections has been defined and agreed to by the Board and other relevant parties;
 - iii. There are formal policy and funding commitments supporting such connections; and
 - iv. The community impacts associated with such connections have been assessed and affected communities have been engaged with.

4. Additionally, Caltrain's Long Range Service Vision directs the railroad to work toward implementation of the Vision by:
 - a. Developing a Plan for Caltrain's Next Decade that lays out a plan for future service that is as financially sustainable as possible and that includes:
 - i. Assessment of demand for rail service relative to the financial and operational capacities of the JPB;
 - ii. Confirmation of Caltrain's near-, medium-, and longer-term plans for future service levels across the corridor, as well as corresponding capital investments that may be required or desired, including grade separations and passing tracks,
 - iii. Analysis of gate-downtimes for at-grade crossings,
 - iv. Thresholds and,
 - v. Consistency with Caltrain's Capital Improvement Plan, Corridor Crossing Strategy, and Grade Crossing Program;
 - b. Ensuring that management of JPB assets and the planning and design of JPB and partner capital projects accommodate the Long-Range Service Vision;
 - c. Developing interpretative guidance that specifies how to apply the Long-Range Service Vision in planning and capital project contexts as is needed; and,
 - d. Seeking new dedicated sources of funding and revenues needed to sustain the railroad's operation and to incrementally implement the Long-Range Service Vision in a financially prudent manner.

5. Finally, Caltrain's Long Range Service Vision directs the railroad to periodically reaffirm the Vision to ensure that it continues to provide relevant and useful guidance to the railroad. Such reaffirmations should occur:
 - a. At regular intervals of no less than 5 years, and
 - b. In response to significant changes to JPB or partner projects that materially influence the substance of the Long-Range Service Vision.

**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: October 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 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 the federal budget process and an update on the results of the legislative session, including regional transit revenue measure legislation.

Budget Impact

There is no impact on the budget.

Prepared By:	Devon Ryan	Government and Community Affairs Officer	09/15/2025
	Isabella Conferti	Government and Community Affairs Specialist	09/15/2025



September 15, 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 – October 2025**

General Update

After breaking for Summer Recess on July 18, the Legislature reconvened on August 18 to wrap up the first year of the 2025-26 Legislative Session. On August 29, the Senate and Assembly Appropriations Committees held their “Suspense File” hearings – this was the final committee hurdle for legislation. Bills that passed were then sent to the floors of each house for final votes. The Legislature recessed the first year of the two-year 2025-26 Legislative Session on September 13. The Governor has until October 12 to sign or veto these bills. The Legislature is in recess until January 5, 2026. For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar, available [here](#).

Bay Area Regional Measure

The Bay Area Regional Measure, reflected in [SB 63 \(Wiener and Arreguín\)](#), seeks to authorize a sub-regional sales tax in five Bay Area counties – one-half cent in Alameda, Contra Costa, Santa Clara & San Mateo Counties and one cent in San Francisco County – to generate additional revenue to support Bay Area public transit systems. In recent weeks, the bill has moved through several procedural hurdles, including a hearing in the Assembly Appropriations Committee on August 29 and a hearing in the Assembly Transportation Committee on September 9. In this process, the bill has been amended three additional times – on September 3, September 4, and September 9.

The bill, as amended, now defines appropriations from the regional measure to the named transit agencies as subventions from the revenue generated in each county in the measure. This change is not anticipated to change the appropriations to the named transit agencies. The bill, as amended, also requires a financial efficiency review of AC Transit, BART, Caltrain, and Muni and requires these transit agencies to implement the strategies identified in the review. The bill, as amended, also establishes new maintenance of effort requirement for the named transit agencies and establishes “enhanced accountability” by providing a pathway for the creation of new “ad hoc” adjudication committees at the Metropolitan Transportation Commission. These “ad hoc” adjudication committees would have the opportunity to review claims filed against a named transit agency and implement corrective action, which could include the partial withholding of funds.

SB 63 is currently on the Governor’s Desk awaiting final action.

Cap-and-Trade Re-Authorization

On September 10, following closed door negotiations late into the evening on September 9, the Governor and Legislature Leaders announced they reached agreement on legislation to reauthorize the Cap-and-Trade program and recast the Cap-and-Trade Expenditure Plan. The bills representing this agreement are [AB 1207 \(Irwin\)](#) and [SB 840 \(Limon\)](#).

AB 1207 would modify the Cap-and-Trade program, extending the program's market-based compliance mechanism from January 1, 2031 through January 1, 2046 and advancing changes to the mechanism to, among other things, limit the program's cost impact on Californians.

SB 840 would recast the Cap-and-Trade Expenditure Plan, substantially modifying appropriations from the Greenhouse Gas Reduction Fund. This bill would advance the most substantial changes to appropriations from the GGRF since the Expenditure Plan was first adopted in [SB 862 \(Committee on Budget and Fiscal Review\) \[Chapter 36, Statutes of 2014\]](#). These changes affirm but complicate the continuous appropriations in transit capital project and service delivery, which flow through the Transit and Intercity and Rail Capital Program and Low Carbon Transit Operations Program.

SB 840 would maintain the continuous appropriations for the TIRCP and LCTOP but convert the current percentage-based annual appropriation to these programs to a fixed dollar annual appropriation. Under current law, TIRCP and LCTOP receive 10% and 5%, respectively, of total annual GGRF revenue after several "off-the-top" programs are funded, representing on average \$301.1 million and \$144.6 million, respectively, to these programs. Under SB 840, these programs would receive \$400 million and \$200 million, respectively – with a major caveat.

SB 840 effectively establishes priority tiers for the GGRF appropriations outlined in the Cap-and-Trade Expenditure Plan. Off the top, the legislation appropriates GGRF revenue a variety of backfills and administrative expenses – "Tier 1." The legislation then appropriates \$1 billion in GGRF revenue for high-speed rail and \$1 billion in GGRF revenue for the Legislature's discretionary priorities – "Tier 2." Note that, for Fiscal Year 2026-27, the Legislature's discretionary priorities include \$125,000,000 for "Transit Passes." Then, the legislation appropriates nearly \$2 billion for the historic continuous appropriations, including TIRCP and LCTOP – "Tier 3."

SB 840 Expenditure Plan	
Expenditure	Amount
Tier 1	
SRA	\$90,000,000
Green Manufacturing	\$140,000,000
Legislative Counsel	\$3,000,000
Subtotal	\$233,000,000
Tier 2	
HSR	\$1,000,000,000
Legislature Discretionary	\$1,000,000,000
<i>Transit Passes (FY 2026-27)</i>	<i>\$125,000,000</i>
<i>UC Climate Center (FY 2026-27)</i>	<i>\$25,000,000</i>
<i>Topanga Park (FY 2026-27)</i>	<i>\$15,000,000</i>
<i>Climate Research and Innovation (FY 2026-27)</i>	<i>\$85,000,000</i>
Subtotal	\$2,000,000,000
Tier 3	
AHSCP	\$800,000,000
TIRCP	\$400,000,000
AB 617	\$250,000,000
LCTOP	\$200,000,000
CALFIRE	\$200,000,000
Safe Drinking Water	\$130,000,000
Subtotal	\$1,980,000,000
Estimated Total	\$4,213,000,000
<i>TIRCP Average (FY 2015-16 to FY 2024-25)</i>	<i>\$301,109,000</i>
<i>LCTOP Average (FY 2015-16 to FY 2024-25)</i>	<i>\$144,563,000</i>

Importantly, if Cap-and-Trade doesn't raise enough GGRF to fund Tier 1 and Tier 2 programs at the levels prescribed, the funds for "Tier 3" programs will be decreased proportionally. In explicit terms, if Cap-and-Trade fails to bring in \$4.2 billion in proceeds, we can expect to receive less than \$400 and \$200 million for TIRCP and LCTOP, respectively.

These bills passed the Legislature with a super-majority vote and now await final action by the Governor.

Bay Area Transit Loan

During budget negotiations earlier this year, the Governor and Legislative leaders agreed to a \$750 million emergency loan for four Bay Area transit agencies facing various degrees of fiscal crises (AC Transit, BART, Caltrain, and SF Muni). Pursuant to the [Budget Act](#), this emergency loan was generally conditioned upon the agencies having repayment plans *and* the passage of the Bay Area Regional Measure (by the Legislature, not the voters).

On September 8, new language was amended into the identical [SB 105 \(Wiener\)](#) and [AB 105 \(Gabriel\)](#). Section 239 extends to January 10, 2026, the timeline for the state to consider a "loan or other financing options that might be used to provide sufficient short-term state financial assistance for local transit agencies" for possible inclusion "as part of the 2026-27 Governor's Budget, which the Legislature may act upon in early 2026."

This section also includes new language regarding full repayment of the loan principal, applicable interest rate, repayment schedule, and guaranteed repayment mechanism. Nothing is finalized yet, but this buys the loan's advocates more time to reach a deal – led by chief proponent, Senator Scott Wiener.

Additionally, on September 10, Governor Newsom issued a [press release](#) stating that the “*Department of Finance and the California State Transportation Agency will work with agencies and regional partners to design short-term financing tools — such as structured loans or other mechanisms — that align with operational needs, protect service, and support fiscal reforms, with clear and reliable repayment plans.*”

SB 105 is currently on the Governor’s Desk awaiting final action.

Senate Bill 125 Funding Appropriated

Passed this summer, the Budget Act of 2025 re-affirmed the appropriation of the remaining balance of the \$5.1 billion in flexible transit capital and operations funding (commonly referred to as the “SB 125 program”) as well as to one-time competitive TIRCP. To fulfill the state’s obligation to these programs, the Budget Act appropriated \$1.196 billion in General Fund for SB 125 – TIRCP and TIRCP Cycle 6, inclusive of the following line-items:

- FY 2025-26: \$812M for SB 125-TIRCP
- FY 2025-26: \$384M for TIRCP Cycle 6

The Budget Act also maintained \$1.078 billion in GGRF funding commitment for SB 125 –TIRCP and ZETCP and TIRCP Cycle 6, inclusive of the following line-items:

- FY 2025-26: \$188M for SB 125 – TIRCP
- FY 2025-26: \$180M for TIRCP Cycle 6
- FY 2026-27: \$230M for SB 125 – ZETCP
- FY 2027-28: \$460M for SB 125 – ZETCP

The FY 2025-26 GGRF funding for SB 125 – TIRCP and TIRCP Cycle 6 were set for appropriation later this year. **These appropriations are now advanced in [SB 105 \(Wiener\)](#) / [AB 105 \(Gabriel\)](#).**

SB 105 is currently on the Governor’s Desk awaiting final action.

SB 30 Update

As we have reported extensively, Caltrain and its state advocates have worked throughout 2025 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. Caltrain’s state advocates, in partnership with the California Transit Association, actively labored to secure favorable amendments to the legislation – and were largely successful.

SB 30 would have originally prohibited 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 ceases the service of on-track equipment by replacing it with lower emission on-track equipment. Over a period of several months, the bill was significantly altered. It 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. As a result, Caltrain will not be permitted to sell, donate, or otherwise transfer any of these locomotives, representing a total asset loss of approximately \$25 million.

SB 30 is currently on the Governor's Desk awaiting final action. Caltrain has a SUPPORT IF AMENDED position on this bill.

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 has passed the Legislature and been sent to the Governor for his consideration

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 has passed the Legislature and been sent to the Governor for his consideration

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 has passed the Legislature and been sent to the Governor for his consideration

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 has passed the Legislature and been sent to the Governor for his consideration

Bills of Interest

SB 79 (Wiener) Transit Oriented Development

This bill would require that a residential 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, and further requires that the development be eligible for streamlined, ministerial approval, while establishing allowable densities on these properties. Amendments taken to the bill as it passed out of the Assembly Appropriations Committee reduce the number of communities impacted by the bill by: limiting the applicability of its streamlining provisions to projects located near existing or currently

planned Tier 1 or Tier 2 transit-oriented development stops in the 8 most transit-rich counties of the state, unless a local jurisdiction chooses to designate a station as a Tier 3 transit-oriented stop; removing ferries and low frequency commuter rail from the service types that may define a Tier 3 transit-oriented stop; and creating exemptions from its streamlining provisions to protect historical resources and limit greater density in very high fire severity zones and in local jurisdictions that have already upzoned station areas. Additionally, these amendments would advance new housing affordability and anti-demolition and displacement provisions and limit transit agencies' land use authority.

This bill has passed the Legislature and been sent to the Governor for his consideration

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.

Held in Assembly Appropriations Committee

SB 707 (Durazo) Brown Act Reform

This bill 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 has passed the Legislature and been sent to the Governor for his consideration

Caltrain Bill Matrix as of Friday, September 15, 2025

Bill ID/Topic	Location	Summary	Position
<p>AB 12 Wallis R</p> <p>Low-carbon fuel standard: regulations.</p>	<p>This is a two-year bill .</p>	<p>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.</p>	<p>Watch</p>
<p>AB 23 DeMaio R</p> <p>The Cost of Living Reduction Act of 2025.</p>	<p>This bill is in the Assembly Utilities & Energy Committee.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 61 Pacheco D</p> <p>Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>
<p>AB 99 Ta R</p> <p>Electrical corporations: rates.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>
<p>AB 102 Gabriel D</p> <p>Budget Act of 2025.</p>	<p>This bill was signed by the Governor on June 27, 2025.</p>	<p>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.</p>	<p>Watch</p>
<p>AB 105 Gabriel D</p> <p>Budget Acts of 2021, 2023, 2024, and 2025.</p>	<p>This bill is on the Senate Floor.</p>	<p>The Budget Acts of 2021, 2023, 2024, and 2025 made appropriations for the support of state government for the 2021–22, 2023–24, 2024–25, and 2025–26 fiscal years, respectively. This bill would amend those budget acts 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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 153 Committee on Budget Transportation budget trailer bill.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law imposes various functions and duties on the State Air Resources Board relating to reducing emissions of air pollutants. Existing law requires the state board to identify toxic air contaminants that are emitted into the ambient air of the state and to adopt airborne toxic control measures to reduce emissions of toxic air contaminants. Pursuant to its authority, the state board has adopted the Transport Refrigeration Unit Regulation to reduce emissions of toxic air contaminants and other pollutants from diesel-fueled transport refrigeration units used to power electrically driven refrigerated shipping containers and trailers that are operated in California. Existing law authorizes the state board under certain circumstances to impose a fee to cover the cost of its regulation of specified activities. This bill would authorize the state board to impose a fee on any entity regulated by the state board under the Transport Refrigeration Unit Regulation for the state board’s reasonable regulatory costs associated with the implementation, administration, and enforcement of that regulation, as specified. The bill would require the revenues collected from the fee to be deposited into the Certification and Compliance Fund and to be expended, upon appropriation by the Legislature, for those costs.</p>	<p>Watch</p>
<p>AB 259 Rubio, Blanca D Open meetings: local agencies: teleconferences.</p>	<p>This is a two-year bill.</p>	<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>	<p>Recommend Support</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 267 Macedo R</p> <p>Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>
<p>AB 273 Sanchez R</p> <p>Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>
<p>AB 314 Arambula D</p> <p>Affordable Housing and Sustainable Communities Program: project eligibility.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 339 Ortega D</p> <p>Local public employee organizations: notice requirements.</p>	<p>This bill has been ordered to engrossing and enrolling.</p>	<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 45 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, subject to certain exceptions. 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. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. This bill contains other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 340 Ahrens D</p> <p>Employer-employee relations: confidential communications.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>
<p>AB 370 Carrillo D</p> <p>California Public Records Act: cyberattacks.</p>	<p>This bill was signed by the Governor on July 14, 2025.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 377 Tangipa R</p> <p>High-Speed Rail Authority: business plan: Merced to Bakersfield segment.</p>	<p>This bill was signed by the Governor on July 30, 2025.</p>	<p>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.</p>	<p>Watch</p>
<p>AB 394 Wilson D</p> <p>Public transportation providers.</p>	<p>This bill has been ordered to engrossing and enrolling.</p>	<p>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.</p>	<p>Support April 2025</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 421 Solache D</p> <p>Immigration enforcement: prohibitions on access, sharing information, and law enforcement collaboration.</p>	<p>This bill is in the Assembly Public Safety Committee.</p>	<p>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, or 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.</p>	<p>Watch</p>
<p>AB 476 González, Mark D</p> <p>Metal theft.</p>	<p>This bill has been ordered to engrossing and enrolling.</p>	<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. This bill contains other related provisions and other existing laws.</p>	<p>Support April 2025</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 541 DeMaio R</p> <p>California Public Records Act Ombudsperson.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>
<p>AB 555 Jackson D</p> <p>Air resources: regulatory impacts: transportation fuel costs.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 810 Irwin D</p> <p>Local government: internet websites and email addresses.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>
<p>AB 939 Schultz D</p> <p>The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.</p>	<p>This is in the Assembly Transportation Committee.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 941 Zbur D</p> <p>California Environmental Quality Act: electrical infrastructure projects.</p>	<p>This is a two-year bill.</p>	<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>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 942 Calderon D</p> <p>Electricity: climate credits.</p>	<p>This bill is in the Senate Rules Committee, awaiting referral to policy committee.</p>	<p>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 authorizes the state board to include the use of market-based compliance mechanisms in regulating those emissions. The implementing regulations adopted by the state board provide for the direct allocation of greenhouse gas allowances to electrical corporations pursuant to a market-based compliance mechanism. Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations. Existing law requires the PUC to continue a program of assistance to low-income electric and gas customers with annual household incomes that are no greater than 200% of the federal poverty guidelines, as specified, which is referred to as the California Alternate Rates for Energy (CARE) program. Existing law also requires the PUC to continue a program of assistance to residential customers of the state's 3 largest electrical corporations consisting of households of 3 or more persons with total household annual gross income levels between 200% and 250% of the federal poverty guideline level, which is referred to as the Family Electric Rate Assistance (FERA) program. Existing law, except as provided, requires revenues received by an electrical corporation as a result of the direct allocation of greenhouse gas allowances to be credited directly to residential, small business, and emissions-intensive trade-exposed retail customers of the electrical corporation, commonly known as the California Climate Credit. This bill would exclude residential customers from receiving the California Climate Credit if they are not enrolled in the CARE or FERA program and their total electricity bills for the previous year were less than \$300. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 1058 Gonzalez, Jeff R</p> <p>Motor Vehicle Fuel Tax Law: suspension of tax.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1067 Quirk-Silva D</p> <p>Public employees' retirement: felony convictions.</p>	<p>This bill has been ordered to engrossing and enrolling.</p>	<p>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 the public employee is convicted of a felony for 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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1070 Ward D</p> <p>Transit districts: governing boards: compensation: nonvoting members.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>
<p>AB 1132 Schiavo D</p> <p>Department of Transportation: climate change vulnerability assessment: community resilience assessment.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1167 Berman D</p> <p>Electrical corporations and gas corporations: rate recovery: political activities and promotional advertising.</p>	<p>This bill has been ordered to engrossing and enrolling.</p>	<p>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, each electrical corporation or gas corporation from recording to accounts that contain expenses that the electrical corporation or gas corporation recovers from ratepayers, or otherwise recovering from ratepayers, various expenses, including those associated with political influence activities or promotional advertising, as specified. The bill would require each electrical corporation or gas corporation 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 each electrical corporation or gas corporation, on or before May 31, 2026, and annually thereafter, to report, as part of a specified statement to the commission, certain related information. The bill would require the commission to make the reports publicly available, as provided.</p>	<p>Watch</p>
<p>AB 1198 Haney D</p> <p>Public works: prevailing wages.</p>	<p>This is a two-year bill.</p>	<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>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1207 Irwin D</p> <p>Climate change: market-based compliance mechanism: extension.</p>	<p>This bill has been ordered to engrossing and enrolling.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit, as defined. The act authorizes the state board to revise regulations or adopt additional regulations to further the act. The act authorizes that state board to include in those regulations the use of a market-based compliance mechanism to comply with those regulations. This bill would require the state board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions to instead achieve certain emissions reductions goals and the purposes of the act. The bill would require the state board, in adopting regulations, to design the regulations in a manner that transitions support from gas corporations to electrical distribution utilities to minimize ratepayer impacts and meet the emissions reduction goals of the act. The bill would require the state board to consider the effects of the regulations on affordability, cost-effectiveness, minimization of leakage in California, and achieving the emissions reduction goals of the act. The bill would state the intent of the Legislature that the market-based compliance mechanism be known as the California Cap-and-Invest Program. This bill contains other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1218 Soria D</p> <p>Copper theft.</p>	<p>This is a two-year bill.</p>	<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>	<p>Watch</p>
<p>AB 1222 Bauer-Kahan D</p> <p>Public utilities: judicial review.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>

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
<p>AB 1268 Macedo R</p> <p>Motor Vehicle Fuel Tax Law: adjustment suspension.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>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.</p>	<p>Watch</p>
<p>AB 1290 Wilson D</p> <p>High-Speed Rail Authority: Senate confirmation.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>
<p>AB 1331 Elhawary D</p> <p>Workplace surveillance.</p>	<p>This bill has been ordered to the inactive file.</p>	<p>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 when entering certain employee-only areas and public bathrooms and during off-duty hours, as specified. The bill would prohibit a worker from removing or physically tampering with any component of a workplace surveillance tool that is part of or embedded in employer equipment or vehicles. This bill would subject an employer who violates the bill to a civil penalty of \$500 per violation and would authorize a public prosecutor to bring specified enforcement actions.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1337 Ward D</p> <p>Information Practices Act of 1977.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>
<p>AB 1340 Wicks D</p> <p>Transportation network company drivers: labor relations.</p>	<p>This bill has been ordered to engrossing and enrolling.</p>	<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 (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, to bargain through representatives of their own choosing, to engage in concerted activities for the purpose of bargaining or other mutual aid or protection, and to refrain from such activities. The bill would require the board to enforce these provisions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1372 Papan D</p> <p>Renewable electrical generation facilities: electrified commuter railroads: regenerative braking: net billing.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Sponsor February 2025</p>
<p>AB 1410 Garcia D</p> <p>Utilities: service outages and updates: alerts.</p>	<p>This bill has been ordered to engrossing and enrolling.</p>	<p>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, except as provided, 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, if feasible, by telephone. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1421 Wilson D</p> <p>Vehicles: Road Usage Charge Technical Advisory Committee.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1472 Hart D</p> <p>California Sea Level Rise State and Regional Support Collaborative.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>
<p>SB 30 Cortese D</p> <p>Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.</p>	<p>This bill has been ordered to engrossing and enrolling.</p>	<p>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 ownership of that equipment for continued use after the public entity decommissions the equipment. The bill would exempt the sale, donation, or transfer of the ownership of that equipment from the prohibition if the equipment is deemed to be in one of specified categories of emissions standards designated by the federal government for locomotives, the equipment produces emissions equivalent to any equipment within any of those federal categories, or the diesel engine is removed from the equipment, as specified.</p>	<p>Support if amended</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 63 Wiener D</p> <p>San Francisco Bay area: local revenue measure: public transit funding.</p>	<p>This bill has been ordered to engrossing and enrolling.</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 Public Transit Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda, Contra Costa, San Mateo, and Santa Clara 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 14 years, and in an amount of 0.5% in each of the above-described counties located within the district and 1% in the City and County of San Francisco, subject to voter approval at the November 3, 2026, statewide general election. After payments are made for various administrative expenses, the bill would require the district to transfer specified portions of the proceeds of the tax to the commission for allocation to certain programs and other purposes and for allocation 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 transit operations expenses, and would require the district to transfer specified portions of the proceeds of the tax directly to other specified local transportation agencies, including the San Mateo County Transit District and the Santa Clara Valley Transportation Authority, for public transit 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
<p>SB 71 Wiener D</p> <p>California Environmental Quality Act: exemptions: transit projects.</p>	<p>This bill has been ordered to engrossing and enrolling.</p>	<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, 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.</p>	<p>Support April 2025</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 79 Wiener D</p> <p>Housing development: transit-oriented development.</p>	<p>This bill has been ordered to engrossing and enrolling.</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 housing element. 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 the inventory of land to be used to identify sites throughout the community that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction’s share of the regional housing need. Existing law requires each local government to revise its housing element in accordance with a specified schedule. 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 require a project to include at least 5 dwelling units and establish requirements concerning height limits, density, and residential 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 as well as applicable local objective general plan and zoning standards shall be deemed consistent, compliant, and in 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, beginning on January 1, 2027, as provided. These provisions would not apply to a local agency until July 1, 2026, except as specified, or within unincorporated areas of counties until the 7th regional housing needs allocation cycle. 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.</p>	<p>Watch</p>
<p>SB 101 Wiener D</p> <p>Budget Act of 2025.</p>	<p>This bill was signed by the Governor on June 27, 2025.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 105 Wiener D Budget Acts of 2021, 2023, 2024, and 2025.</p>	<p>This bill has been ordered to engrossing and enrolling.</p>	<p>The Budget Acts of 2021, 2023, 2024, and 2025 made appropriations for the support of state government for the 2021–22, 2023–24, 2024–25, and 2025–26 fiscal years, respectively. This bill would amend those budget acts 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.</p>	<p>Watch</p>
<p>SB 131 Committee on Budget and Fiscal Review Public Resources.</p>	<p>This bill was signed by the Governor on June 30, 2025.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 153 Committee on Budget and Fiscal Review Transportation budget trailer bill.</p>	<p>This bill has been ordered to engrossing and enrolling.</p>	<p>Existing law imposes various functions and duties on the State Air Resources Board relating to reducing emissions of air pollutants. Existing law requires the state board to identify toxic air contaminants that are emitted into the ambient air of the state and to adopt airborne toxic control measures to reduce emissions of toxic air contaminants. Pursuant to its authority, the state board has adopted the Transport Refrigeration Unit Regulation to reduce emissions of toxic air contaminants and other pollutants from diesel-fueled transport refrigeration units used to power electrically driven refrigerated shipping containers and trailers that are operated in California. Existing law authorizes the state board under certain circumstances to impose a fee to cover the cost of its regulation of specified activities. This bill would authorize the state board to impose a fee on any entity regulated by the state board under the Transport Refrigeration Unit Regulation for the state board's reasonable regulatory costs associated with the implementation, administration, and enforcement of that regulation, as specified. The bill would require the revenues collected from the fee to be deposited into the Certification and Compliance Fund and to be expended, upon appropriation by the Legislature, for those costs. This bill contains other existing laws.</p>	<p>Watch</p>
<p>SB 272 Becker D San Mateo County Transit District: job order contracting: pilot program.</p>	<p>This bill is on the Governor's desk.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 348 Hurtado D</p> <p>State Air Resources Board: Low Carbon Fuel Standard.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>

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 has been ordered to engrossing and enrolling.</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 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. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 445 Wiener D</p> <p>High-speed rail: third-party agreements, permits, and approvals: regulations.</p>	<p>This is a two-year bill.</p>	<p>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, relocate highways and utilities, and enter into cooperative or joint development agreements with local governments or private entities, 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 July 1, 2026, to develop and adopt internal rules, as defined, setting forth standards and timelines for the authority to engage utilities to ensure coordination and cooperation in relocating utility infrastructure or otherwise resolving utility conflicts affecting the delivery of the high-speed rail project. The bill would require the authority to ensure that the internal rules, among other things, identify the circumstances under which the authority would be required seek to enter into a cooperative agreement with a utility that, where relevant, identifies who is responsible for specific utility relocations, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 496 Hurtado D</p> <p>Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.</p>	<p>This is a two-year bill.</p>	<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>	<p>Watch</p>
<p>SB 506</p> <p>Committee on Transportation</p> <p>Transportation: omnibus bill.</p>	<p>This bill has been ordered to engrossing and enrolling.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 544 Laird D</p> <p>Railroad crossings: permit applications: review.</p>	<p>This bill is on the Governor's desk.</p>	<p>Under existing 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 require the commission to adopt an expedited review and approval process for ratesetting proceedings for an exempt railroad crossing application, as defined. The bill also would require the commission, upon initiating a ratesetting proceeding, to determine whether the proceeding is for an exempt railroad crossing application, and if so, to issue a proposed resolution pursuant to the expedited review and approval process.</p>	<p>Watch</p>
<p>SB 545 Cortese D</p> <p>High-speed rail: economic opportunities.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 559 Stern D</p> <p>Electricity: deenergization events: communications.</p>	<p>This is a two-year bill.</p>	<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>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 578 Smallwood-Cuevas D California Workplace Outreach Program.</p>	<p>This bill has been ordered to engrossing and enrolling.</p>	<p>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 for qualified organizations, as defined, to provide education and outreach services to workers and to assist workers to assert their workplace rights. This bill would require the department to guide discussions with qualified organizations regarding priority topics for outreach and education and to consult with those organizations and the Labor and Workforce Development Agency and, as relevant, its departments and boards to create education and outreach materials informing workers of their rights on priority topics and training materials for workers and organizations. The bill would require the materials to be translated into non-English languages, to be determined by the department in consultation with each qualified organization, as appropriate for the geographic region the qualified organization serves. The bill would require the department and qualified organizations to meet at least twice a year to coordinate outreach and education efforts and for qualified organizations to share information relevant to enforcement activities of the department.</p>	<p>Watch</p>
<p>SB 642 Limón D Employment: payment of wages.</p>	<p>This bill has been ordered to engrossing and enrolling.</p>	<p>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.</p>	<p>Watch</p>

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
<p>SB 707 Durazo D</p> <p>Open meetings: meeting and teleconference requirements.</p>	<p>This bill has been ordered to engrossing and enrolling.</p>	<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. This bill would, beginning July 1, 2026, and 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. The bill would require an eligible legislative body, on or before July 1, 2026, to approve at a noticed public meeting in open session a policy regarding disruption of telephonic or internet services occurring during meetings subject to these provisions, as specified, and would require the eligible legislative body to comply with certain requirements relating to disruption, including for certain disruptions, recessing the open session for at least one hour and making a good faith attempt to restore the service, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 714 Archuleta D</p> <p>Zero-emission vehicles: workforce development: Clean Energy Workforce Training Council.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>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.</p>	<p>Watch</p>
<p>SB 735 Committee on Local Government</p> <p>Validations.</p>	<p>This bill was signed by the Governor on July 14, 2025.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 741 Blakespear D</p> <p>Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>
<p>SB 752 Richardson D</p> <p>Sales and use taxes: exemptions: California Hybrid and Zero- Emission Truck and Bus Voucher Incentive Project: transit buses.</p>	<p>This bill was held in the Senate Appropriations Committee.</p>	<p>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.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 840 Limón D</p> <p>Greenhouse gases: Greenhouse Gas Reduction Fund: studies.</p>	<p>This bill has been ordered to engrossing and enrolling.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit, as defined. The act authorizes the state board to revise regulations or adopt additional regulations to further the act. The act authorizes that state board to include in those regulations the use of a market-based compliance mechanism to comply with those regulations. Existing law requires the state board, in regulations implementing the market-based compliance mechanism to, among other things, establish limits on the use of offset credits as a means for a covered entity to meet its compliance obligations. Existing law requires moneys 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 and continuously appropriates a portion of the moneys in the fund for various purposes. This bill would state the intent of the Legislature to direct specific percentages of the revenues deposited into the Greenhouse Gas Reduction Fund to individual funds dedicated to funding clean transportation, housing and community investment, clean air and water, wildfire prevention and resilience, agriculture, clean energy, and climate-focused innovation. The bill would make the continuous appropriations from the fund inoperative on July 1, 2026. The bill would, beginning with the 2026–27 fiscal year, allocate moneys in the fund in a specified priority and would continuously appropriate a certain amount of moneys in the fund for certain purposes. This bill contains other related provisions.</p>	<p>Watch</p>

Caltrain Federal Report September 2025

Congressional Update

Congress Returns from August Recess as End of Fiscal Year Looms

- As Congress reconvenes after summer recess, lawmakers are gearing up for a battle over government funding, with the deadline to prevent a lapse in federal appropriations being September 30.
- On August 28, Senate Minority Leader Chuck Schumer (D-NY) and House Democratic Leader Hakeem Jeffries (D-NY) sent a [letter](#) to Senate Majority Leader John Thune (R-ND) and Speaker Mike Johnson (R-LA) to urge for a meeting to discuss the September 30th deadline to fund the government once Congress returns from August recess. A temporary funding measure could also include the Agriculture-FDA, Legislative Branch, and Military Construction-VA bills, which are considered less controversial. The House leadership proposed this minibuss on September 12.
- To keep the government operating, Senate Republicans will need the votes of some of their Democratic colleagues. Yet with Democrats facing pressure to oppose President Trump's agenda, securing those votes could prove challenging. Some have proposed including a renewal of Affordable Care Act (ACA) subsidies to secure Democratic support.
- Republicans, meanwhile, may welcome the fight, aiming to pin the blame for a shutdown on Democrats. In the face of partisan tensions, Congress is likely to pass a short-term spending bill to keep the government operating.
- On September 9, the White House posed a short-term funding deal through January 31. However, Congressional leaders rejected this proposal in favor of a continuing resolution (CR) that ends before the end of 2025.

Administration Update

President Trump Nominates Ryan McCormack as DOT Undersecretary for Policy

- President Trump nominated Ryan McCormack to serve as the next DOT Undersecretary for Policy. As the current Deputy Chief of Staff to DOT Secretary Sean Duffy, McCormack would be tasked with leading DOT policy and closely advising the Secretary on related matters.

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- Prior to joining DOT, McCormack served as Chief of Staff to Rep. Scott Fitzgerald (R-WI). Additionally, McCormack worked with Secretary Duffy in several capacities when Duffy served in the House.
- McCormack’s nomination will be considered by the Senate Commerce Committee, where he will require a vote by the full Senate to be confirmed.

FTA Proposes New CIG Grantmaking Guidance

- The FTA announced new proposed [guidance](#) that would eliminate considerations related to carbon emissions when making awards through the Capital Investment Grants (CIG) program. This move would reverse the Biden administration’s policy of ensuring grant applicants considered the climate-related impacts of their transit projects.
- The proposed guidance would instead use the Environmental Protection Agency (EPA) National Ambient Air Quality Standards (NAAQS) designation. Under this system, “projects in metropolitan areas designated as “non-attainment” or “maintenance” areas for the transportation-related criteria pollutants, carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), or particulate matter (PM_{2.5}), would receive a High rating; projects located in “attainment” areas in all four criteria pollutants would receive a Medium rating.”
- FTA cited the President’s executive orders calling for the elimination of burdensome regulations and for the “unleashing” of American energy. The new proposed methodology would replace the calculation of environmental benefits FTA has utilized since 2013, which takes vehicle miles traveled (VMT) to estimate each project’s effect on air quality, energy use, greenhouse gas emissions. FTA believes that using VMT to estimate a project’s environmental impact further burdens grant applicants and adds unnecessary requirements. With the comment period closing on September 2, FTA is expected to release final guidance in the near future.

FTA Releases Guidance for Host Cities of 2026 FIFA World Cup

- The FTA released new guidance for public transit agencies, private bus operators, and host cities as they prepare for the 2026 FIFA World Cup. The FTA cited the [guidance](#) signed last year by acting FTA Administrator Veronica Vanterpool as the official kickoff of its preparation for the World Cup and 2028 Olympics.
- The FTA’s new guidance comes in the form of a series of [informational videos](#). FTA and Transportation Secretary Duffy are expected to continue to collaborate with state and local partners as they prepare for the arrival of international and domestic visitors at the World Cup venues.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Advocacy and Major Projects (AMP) Committee
Through: Michelle Bouchard, Executive Director
From: Dahlia Chazan, Chief, Caltrain Planning and Real Estate
For: October 2025 JPB Board of Directors Meeting
Subject: **Receive Update on San Francisco Railyards Project**

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

Purpose and Recommended Action

Prologis is finalizing its San Francisco Railyards project application, with input and coordination from Caltrain, which it anticipates submitting to the City and County of San Francisco (CCSF) later this year. In this briefing, Prologis will provide the Board with an overview of the proposed SF Railyards development, as anticipated for the upcoming project application, and outline next steps in the entitlement and environmental review processes. This is an update to provide information. The staff is not requesting any action from the AMP Committee or the Board of Directors (“Board”) at this time.

This report includes an informational update that requires no action by the Board of Directors of the Peninsula Corridor Joint Powers Board (“JPB” or “Caltrain”).

Discussion

In July 2019, Caltrain executed a Memorandum of Understanding (MOU) with Prologis 4th & King, LLC (Prologis) to jointly fund the preparation of a Preliminary Business Case (PBC) for the 4th & King Railyards (SF Railyards). The MOU allocated responsibilities for the completion of the PBC and required Prologis to reimburse Caltrain for the technical work required for preparation of the PBC.

The PBC, which was completed in 2024, identified several potentially feasible SF Railyards reconfigurations and development scenarios, which include modernized Caltrain facilities and the ability to deliver Caltrain’s Adopted Service Vision, while providing development opportunities at the site. In October 2024, AMP received a briefing and provided input on the conclusions of the PBC, and in November 2024, the Board authorized the execution of a new Cooperation Agreement with Prologis. In March 2025, Caltrain executed a Cooperation Agreement with Prologis to fund additional technical work to advance conceptual design of the scenarios and coordinate the parties’ efforts in anticipation of Prologis’s submittal of a Project Application to CCSF for the SF Railyards project this fall.

The Project Application initiates the multi-year process of project definition, environmental review, public benefits, and zoning changes, and leads to consideration of entitlements for approval. For the Railyards project, the anticipated type of entitlement is a Development Agreement, which is a contract between CCSF and Prologis that outlines development rights, public benefits, and implementation plans for large-scale projects.

Caltrain staff will also negotiate a Project Agreement with Prologis, outlining contributions, benefits, and other terms about how the project would be implemented. It is expected that the Project Agreement negotiations will take several years, running roughly in parallel with the City's Development Agreement. The Project Agreement will be subject to approval by the Board.

Budget Impact

There is no direct budget impact associated with this informational update.

Prepared By: Kansai Uchida Director, Systemwide Planning

09/10/2025