



JPB Board of Directors  
Meeting of January 8, 2026

**Supplemental Reading File**

**#   Subject**

1. Receive State and Federal Legislative Update
2. Receive Update on Battery Electric Multiple Unit (BEMU) Project – November 2025
3. Receive Update on Electric Multiple Unit Option Cars (EMU Option 1 and 2) Projects – November 2025

**Informational Items heard by JPB Finance Committee – December 15, 2025**

**#   Subject**

1. Receive Quarterly Real Estate Update

**Informational Items heard by JPB Technology, Operations, Planning, and Safety (TOPS) Committee – December 17, 2025**

**#   Subject**

1. Receive Update Regarding San Francisquito Creek Bank Stabilization Project Status and Next Steps
2. Receive Update on Caltrain Safety Performance for Fiscal Year 2026 Quarter 2
3. Receive Update on Caltrain Trespasser and Suicide Prevention Safety Plan
4. Receive Update Regarding Caltrain's Preparations for Major Events in 2026

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Casey Fromson, Chief of Staff

For: January 2026 JPB Board of Directors Meeting – Reading File

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**

In keeping with the 2026 Legislative Program, the attached reports highlight the recent issues and actions that are relevant to the Board.

Staff recommends the Board receive the attached State and Federal Legislative Update.

**Discussion**

The 2026 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature.

**Budget Impact**

There is no impact on the budget.

Prepared By:	Devon Ryan	Government and Community Affairs Officer	12/26/2025
	Isabella Conferti	Government and Community Affairs Specialist	12/26/2025



December 17, 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 – January 2026**

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***General Update***

The Legislature will reconvene on January 5, 2026 for the start of the second year of the two-year session. Any two-year bills introduced in 2025 that are still in their first house (House of Origin) will need to be heard in policy committees by January 16, 2026, and passed out of their House of Origin by January 31, 2026. For bills newly introduced in 2026, the last day to submit bill requests to the Office of Legislative Counsel is January 23, 2026, and the deadline for bill introductions is February 20, 2026. For information about key legislative and budget deadlines for next year, please see the tentative 2026 Legislative Calendar [here](#).

***Update on CalSTA Transit Transformation Task Force Report***

On December 9, 2025, the California State Transportation Agency publicly released the [Transit Transformation Task Force Report](#). The public release of the report followed CalSTA's submittal of the report to Task Force members and the Legislature on December 2, 2025 – more than a month after the October 31, 2025 submittal deadline established under Senate Bill 125 (Committee on Budget and Fiscal Review ) [Chapter 54, Statutes of 2023].

While drafted by CalSTA, the report was informed by the Transit Transformation Task Force, which was convened by CalSTA in December 2023 to solicit and develop recommendations to grow transit ridership and improve the transit experience for all transit riders. As we have previously reported, the Task Force was comprised of 25 members, representing state government, local agencies, academic institutions, advocacy organizations, and other stakeholders. The report includes a detailed analysis of the services provided by California transit operators, transit ridership demographics, existing transit funding sources, and their eligible uses, the cost to maintain and operate the public transit network, the cost of federal and state mandates, workforce recruitment and retention, state and local policies that impact service efficiency, transit performance measures and oversight, and advances detailed recommendations on a wide range of topics.

The transit industry's participation in the Task Force process was principally steered by the California Transit Association (the trade organization to which Caltrain belongs). The Association was represented on the Task Force by 12 members across California. The Association convened a Transit Transformation Advisory Committee, comprised of the transit agency members of the Task Force, which met regularly

over the past two years to review Task Force proposals and develop industry recommendations for the Task Force's consideration.

The Board should be aware that the reception to the report from the Association – and likely, other industry stakeholders – is already mixed.

The Association has found that the Task Force report establishes a comprehensive landscape analysis of the challenges transit operators face, including the regulatory, administrative, and policy barriers that impede more effective transit project and service delivery; the external factors, like housing costs, land use decision-making, and remote work, impacting transit ridership; the external drivers of operational cost increases, like wages, insurance, and fuel; and the significant financial impacts of transit operators' efforts to comply with the California Air Resources Board's Innovative Clean Transit regulation, which mandates that operators transition their bus fleets to dramatically more expensive zero-emission technologies without dedicated new funding support. The Association has also found that the Task Force report appropriately outlines the near-term funding crisis faced by transit operators due to the continued prevalence of remote work, persistent inflation, and the state's mandated transition to zero-emission technology; the risk to once-stable transit funding sources, like the State Transit Assistance program, which relies on the sales tax on diesel fuel; and the potential cascading impacts of revenue losses on transit operators' financial stability.

The Association has shared, however, that the report's recommendations are likely to be of varied benefit to transit operators and their riders. The Association has commended the report for its recommendations on several topics, including transit safety and security, transit prioritization, first-mile / last-mile connections to transit, land-use, transit fleet and asset management, and construction. The Association has voiced concerns, however, about the limited recommendations on state transit funding, which largely focus on repurposing existing funding and creating opportunities for ancillary revenue development, and not the creation of new revenue sources; and, the limited recommendations on Transportation Development Act reform, which fall short of presenting a full replacement for the existing oversight mechanisms and performance measures.

The Association officially [memorialized its response](#) to the Task Force report in a letter to the Legislature on December 12, 2025.

#### ***Update on Legislative Analyst's Office Budget Projection***

In mid-November, the Legislative Analyst's Office released its [annual report](#) for the upcoming budget year, projecting a \$18 billion budget deficit for the 2026-27 fiscal year. This initial formal assessment of the state's financial health signals another tough year for state and local programs. The deficit is about \$5 billion larger than the administration's June estimate, despite revenue improvements. This is due to constitutional spending rules under Proposition 98 (1988) and Proposition 2 (2014), which nearly offset revenue gains. In their report, the LAO recommends that the Legislature address the budget problem through a combination of ongoing solutions—namely, achievable spending reductions and/or revenue increases. The deadline for the Governor to submit his proposed budget is January 10, 2026. It is worth noting that the Administration's fiscal projections often significantly differ from the LAO's.

#### ***Update on Cap-and-Invest Program Auction Results***

On November 26, 2025, the California Air Resources Board announced the results of the November 19, 2025 auction for Cap-and-Invest Program allowances. This auction, the first since the Cap-and-Invest Program was reauthorized in [AB 1207 \(Irwin\) \[Chapter 117, Statutes of 2025\]](#), produced

\$840 million for the Greenhouse Gas Reduction Fund (GGRF), roughly \$150 million less than last year's November auction.

As a reminder, the legislation extending this program effectively established priority tiers for the GGRF appropriations outlined in the Cap-and-Invest Expenditure Plan. Off the top, the legislation appropriates GGRF revenue for 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.” Then, the legislation appropriates nearly \$2 billion for the historic continuous appropriations, including the Transit and Intercity Rail Capital Program (TIRCP), Low Carbon Transit Operations Program (LCTOP), and Affordable Housing and Sustainable Communities Program (AHSCP) – “Tier 3.”

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 \$4.3 billion in proceeds, the TIRCP, LCTOP, and AHSCP will receive less than the \$400 million, \$200 million, and \$800 million committed to the programs, respectively.

On the heels of this auction, the Legislative Analyst’s Office issued an [analysis of the auction](#), which offered several warnings. First, the analysis noted, relative to the current FY 2025-26, that “[f]uture quarterly revenues are subject to substantial uncertainty. However, should the recent trends continue, total 2025-26 revenues would come in slightly below—potentially by around \$100 million—the 2025-26 Budget Act assumptions. This could result in the need to make some minor midyear adjustments—potentially totaling in the low tens of millions of dollars—to programs receiving discretionary allocations in 2025-26.” Second, the analysis noted, relative to the next FY 2026-27, that, “recent trends raise some concerns regarding whether the Legislature will be able to fund all of its stated priorities in the coming year. Specifically, if the level of cap-and-invest revenues generated in the past two auctions was to continue through 2026-27, we estimate the program would generate roughly \$3.4 billion for GGRF in the coming fiscal year... This revenue level would be insufficient to fully fund the \$4.3 billion in statutory allocations under SB 840, let alone the additional \$1.5 billion for activities specified in legislative intent discussed above.”

We will continue to monitor future auctions and highlight relevant developments.

### ***Update on Senate Leadership Transition***

In mid-September, Senate President Pro Tempore Mike McGuire (D-North Coast) announced that he would step down as leader of the State Senate on an earlier timeline than initially anticipated. Effective November 17, Senator Monique Limón (D-Santa Barbara) officially began transitioning into the role of Senate Pro Tem; her official swearing-in ceremony is set for January 5 when the Legislature returns to Session in Sacramento.

We expect Senator Limón will announce changes in leadership and key committee roles over the next several weeks. While the scope of these changes is not yet known, they could include changes to committees of interest to Caltrain, including the Senate Budget and Fiscal Review Committee (and its subcommittees), Senate Appropriations Committee, Senate Housing Committee, Senate Local Government Committee and Senate Transportation Committee.

### ***Two-Year Bills with Positions***

#### **AB 1372 (Papan) Renewable electrical generation facilities: electrified commuter railroads: regenerative braking: net billing. (Caltrain-Sponsored Legislation)**

In the final week of April, AB 1372 (Papan) – sponsored by Caltrain – was made into a two-year bill. AB 1372 would allow Caltrain to be credited for the electricity it exports to the grid based on its value, determined by the avoided cost to the suppliers and distributor of buying clean energy elsewhere. This would be facilitated through a net billing tariff on Caltrain's investor-owned utilities. Caltrain is very grateful to its community choice energy partners for creating a local solution for the railroad to be compensated for the CCA portion of the regenerative braking energy. Caltrain will continue to work with the author's office on this important issue. **This is a two-year bill.**

### ***Two-Year Bills of Interest***

#### **SB 667 (Archuleta) Railroads, Wayside Detectors, Train Length, Emergency Vehicle Crossing – Watch**

As currently in print, this bill would require a railroad, including passenger and commuter rail agencies, to install and operate a network of wayside detector systems on or adjacent to its tracks. SB 667 would also prohibit freight trains with a total length of 7,500 feet from operating on any part of a main line or branch line and would also require a train, rolling stock, or other on-track equipment that is stopped and blocking an at-grade railroad crossing to be moved to clear the railroad crossing upon the approach of an emergency vehicle. In April, Caltrain's state advocates worked with other rail agencies to engage the author and express concerns with the bill – particularly, with the bill's proposed train length limit and the provision's expected impact on passenger and commuter rail operations. In response, the author made SB 667 a two-year bill and promised to work to address the concerns of rail agencies.

On Friday, December 12, Senator Archuleta shared proposed amendments which would significantly amend the bill to, among other things, eliminate its proposed train length limit. Caltrain technical staff are reviewing the proposed amendments to determine if they will address Caltrain's concerns.

#### **AB 810 (Irwin) Internet Website Requirements – Watch**

This bill would expand on existing law to require special districts, joint powers authorities, or other political subdivisions to maintain an internet website with a ".gov" or ".ca.gov" domain. Special districts, joint powers authorities, or other political subdivisions would have until January 1, 2031 to comply with this requirement. While these domains themselves are free, the associated downstream costs for local agencies and districts are very concerning. These include added costs to migrate to the new domain and corresponding email addresses, implementing network login changes, multi-factor authentication, encryption, website redesign, and updating public materials, social media, and more. This would result in significant costs and staff time, for arguably marginal benefits. The author pulled this bill from consideration in the Assembly Appropriations Committee in May. There is no indication it will move forward by the January deadline, but we will continue to watch for any movement. ***This is a two-year bill.***

#### **AB 1070 (Ward) Transit District Governing Boards – Watch**

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 each month. The bill would also require the governing board of a transit district to include 2 nonvoting members. One nonvoting member would be required to be a user of the transit service, and the other nonvoting member would be recommended by the labor organization representing transit employees. The author pulled this bill from consideration in the Assembly Local Government Committee in April. There is no indication it will move forward by the January deadline, but we will continue to watch for any movement. ***This is a two-year bill.***

## Caltrain Bill Matrix as of Monday, November 3, 2025

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 12</a> <a href="#">Wallis</a> R  Low-carbon fuel standard: regulations.	This is a two-year bill.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024.	Watch
<a href="#">AB 23</a> <a href="#">DeMaio</a> R  The Cost of Living Reduction Act of 2025.	This bill is in the Assembly Utilities & Energy Committee.	Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law vests the State Energy Resources Conservation and Development Commission (Energy Commission) with various responsibilities for developing and implementing the state's energy policies. This bill, the Cost of Living Reduction Act of 2025, would require the Energy Commission and the PUC to post, and update monthly, dashboards on their internet websites that include the difference in average gasoline prices and the average total price of electricity or natural gas in California compared to national averages, and any California-specific taxes, fees, regulations, and policies that directly or indirectly contribute to higher gasoline and electricity or natural gas prices within the state, as specified. The bill would require the Energy Commission and the PUC, on or before July 1, 2026, to each submit a report to the Legislature on the governmental and nongovernmental drivers of California's higher gasoline prices and higher electricity and natural gas prices, and recommendations for policy changes to reduce the costs associated with those drivers, as specified. If the average price of gasoline in California exceeds 10% of the national average in the preceding quarter, the bill would require all taxes and fees on gasoline, as specified, to be suspended for a period of 6 months, and, if the average price of electricity or natural gas in California exceeds 10% of the national average in the preceding quarter, the bill would require the PUC to suspend the collection of all fees, as specified, charged on electricity and natural gas bills for a period of 6 months. This bill contains other related provisions and other existing laws.	Watch

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



Bill ID/Topic	Location	Summary	Position
<a href="#">AB 105</a> <a href="#">Gabriel</a> D  Budget Acts of 2021, 2023, 2024, and 2025.	This bill was ordered to the inactive file on September 13, 2025.	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.	Watch
<a href="#">AB 153</a> Committee on Budget  Transportation budget trailer bill.	This bill was ordered to the inactive file on September 13, 2025.	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.	Watch

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 259</a>  <a href="#">Rubio, Blanca</a> D</p> <p>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
<a href="#">AB 267</a> <a href="#">Macedo</a> R  Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.	This is a two-year bill.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2026–27 and 2027–28 fiscal years and would instead require those amounts from moneys collected by the state board to be transferred to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation by the Legislature, to augment funding for water infrastructure and wildfire prevention.	Watch
<a href="#">AB 273</a> <a href="#">Sanchez</a> R  Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.	This is a two-year bill.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, would instead require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the General Fund and for those moneys, upon appropriation, to be used to augment funding provided to local governments to improve infrastructure.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 314</a> <a href="#">Arambula</a> D  Affordable Housing and Sustainable Communities Program: project eligibility.	This is a two-year bill.	Existing law requires the Strategic Growth Council to develop and administer the Affordable Housing and Sustainable Communities Program to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support other related and coordinated public policy objectives. Existing law specifies the types of projects eligible for funding under the program, including, among others, transit capital projects, active transportation capital projects, and transit-oriented development projects, as provided. This bill would expressly include certain transit capital projects and transit-oriented development projects near planned high-speed rail stations that meet specific criteria as eligible for funding under the program.	Watch
<a href="#">AB 339</a> <a href="#">Ortega</a> D  Local public employee organizations: notice requirements.	This bill was signed by the Governor on October 13, 2025.	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.	Watch

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

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 370</a> <a href="#">Carrillo</a> D  California Public Records Act: cyberattacks.	This bill was signed by the Governor on July 14, 2025.	The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Existing law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Existing law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines “unusual circumstances” to include, among other things, the need to search for, collect, and appropriately examine records during a state of emergency when the state of emergency currently affects the agency’s ability to timely respond to requests due to staffing shortages or closure of facilities, as provided. This bill would also expand the definition of unusual circumstances to include the inability of the agency, because of a cyberattack, to access its electronic servers or systems in order to search for and obtain a record that the agency believes is responsive to a request and is maintained on the servers or systems in an electronic format. Under the bill, the extension would apply only until the agency regains its ability to access its electronic servers or systems and search for and obtain electronic records that may be responsive to a request. This bill contains other related provisions and other existing laws.	Watch
<a href="#">AB 377</a> <a href="#">Tangipa</a> R  High-Speed Rail Authority: business plan: Merced to Bakersfield segment.	This bill was signed by the Governor on July 30, 2025.	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. The act requires the authority to prepare, publish, adopt, and submit to the Legislature a business plan containing specified elements on a biennial basis and to also provide on a biennial basis a project update report, approved by the Secretary of Transportation as consistent with specified criteria, to the budget committees and the appropriate policy committees of both houses of the Legislature, on the development and implementation of intercity high-speed train service, as provided. The act requires the authority to develop schedules for the delivery of specified tasks relating to the Merced to Bakersfield segment of the high-speed rail project for inclusion in the project update report and the business plan and also requires the authority to include certain other information in the project update report and the business plan relating to the Merced to Bakersfield segment, as provided. This bill would require the authority, as part of the business plan that is due on or before May 1, 2026, to provide a detailed funding plan for the Merced to Bakersfield segment that includes certain information, including an updated estimate of the funding gap for completing the segment and a strategy for addressing the funding gap.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 394</a> <a href="#">Wilson</a> D  Public transportation providers.	This bill was signed by the Governor on October 1, 2025.	Existing law defines a battery as any willful and unlawful use of force or violence upon the person of another. Existing law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Existing law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee, public transportation provider, or contractor of a public transportation provider. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Support April 2025
<a href="#">AB 421</a> <a href="#">Solache</a> D  Immigration enforcement: prohibitions on access, sharing information, and law enforcement collaboration.	This bill is in the Assembly Public Safety committee.	Existing law, the California Values Act, generally prohibits California law enforcement agencies from investigating, interrogating, detaining, detecting, or arresting persons for immigration enforcement purposes. Existing law provides certain limited exceptions to this prohibition, including transfers of persons pursuant to a judicial warrant and providing certain information to federal authorities regarding serious and violent felons in custody. This bill would prohibit California law enforcement agencies from collaborating with, or providing any information in writing, verbally, on in any other manner to, immigration authorities regarding proposed or currently underway immigration enforcement actions when the actions could be or are taking place within a radius of one mile of any childcare or daycare facility, religious institution, place of worship, hospital, or medical office. To the extent this bill would impose additional duties on local law enforcement agencies or officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 476</a> <a href="#">González, Mark D</a> Metal theft.	This bill was signed by the Governor on October 13, 2025.	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.	Support April 2025



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

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 810</a> <a href="#">Irwin</a> 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>

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

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

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 942</a> <a href="#">Calderon</a> D  Electricity: climate credits.	This bill is in the Senate Rules committee, pending referral to policy committee.	<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>	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1058</a> <a href="#">Gonzalez, Jeff R</a> Motor Vehicle Fuel Tax Law: suspension of tax.	This bill is in the Assembly Transportation Committee.	Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. This bill would also direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1067</a> <a href="#">Quirk-Silva</a> D  Public employees' retirement: felony convictions.	This bill was signed by the Governor on October 6, 2025.	<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>	Watch

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



Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1167</a> <a href="#">Berman</a> D  Electrical corporations and gas corporations: rate recovery: political activities and promotional advertising.	This bill was signed by the Governor on October 11, 2025.	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.	Watch

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

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1207</a> <a href="#">Irwin</a> D  Climate change: market-based compliance mechanism: extension.	This bill was signed by the Governor on September 19, 2025.	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.	Watch

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1218</a>  <a href="#">Soria</a> 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>

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

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1243</a> <a href="#">Addis D</a> Polluters Pay Climate Superfund Act of 2025.	This bill is in the Assembly Judiciary Committee.	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.	Watch

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

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1331</a> <a href="#">Elhawary</a> D  Workplace surveillance.	This is a two-year bill.	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.	Watch
<a href="#">AB 1337</a> <a href="#">Ward</a> D  Information Practices Act of 1977.	This is a two-year bill.	Existing law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to, among other things, remove that exemption for local agencies, and would revise and expand the definition of “personal information.” The bill would make other technical, nonsubstantive, and conforming changes. Because the bill would expand the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch



Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1340</a> <a href="#">Wicks</a> D  Transportation network company drivers: labor relations.	This bill was signed by the Governor on October 3, 2025.	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.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1372</a> <a href="#">Papan</a> D  Renewable electrical generation facilities: electrified commuter railroads: regenerative braking: net billing.	This is a two-year bill.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law requires every electric utility, except as provided, to develop a standard contract or tariff providing for net energy metering, and to make this standard contract or tariff available to eligible customer-generators using renewable electrical generation facilities, as specified. Pursuant to its authority, the commission issued a decision revising net energy metering tariff and subtariffs, commonly known as the net billing tariff. This bill would include the regenerative braking from electric trains as a renewable electrical generation facility for those purposes, as provided.	Sponsor February 2025
<a href="#">AB 1410</a> <a href="#">Garcia</a> D  Utilities: service outages and updates: alerts.	This bill was signed by the Governor on October 6, 2025.	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.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1421</a> <a href="#">Wilson</a> D  Vehicles: Road Usage Charge Technical Advisory Committee.	This is a two-year bill.	Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Existing law repeals these provisions on January 1, 2027. This bill would extend the operation of the above-described provisions until January 1, 2035. The bill would also make related findings and declaration.	Watch
<a href="#">AB 1472</a> <a href="#">Hart</a> D  California Sea Level Rise State and Regional Support Collaborative.	This is a two-year bill.	Existing law creates within the Ocean Protection Council the California Sea Level Rise State and Regional Support Collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, planning, and, where feasible, the mitigation of the adverse environmental, social, and economic effects of sea level rise within the coastal zone, as provided. This bill would make a nonsubstantive change to this provision.	Watch
<a href="#">SB 30</a> <a href="#">Cortese</a> D  Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.	This bill was signed by the Governor on October 13, 2025.	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.	Concerns March 2025

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 63</a> <a href="#">Wiener</a> D  San Francisco Bay area: local revenue measure: public transit funding.	This bill was signed by the Governor on October 13, 2025.	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.	Support July 2025

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 71</a> <a href="#">Wiener</a> D  California Environmental Quality Act: exemptions: transit projects.	This bill was signed by the Governor on October 13, 2025.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Support April 2025

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 79</a> <a href="#">Wiener</a> D</p> <p>Housing development: transit-oriented development.</p>	<p>This bill was signed by the Governor on October 10, 2025.</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>

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 101</a> <a href="#">Wiener</a> D  Budget Act of 2025.	This bill was signed by the Governor on June 27, 2025.	This bill would make appropriations for the support of state government for the 2025–26 fiscal year. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch
<a href="#">SB 105</a> <a href="#">Wiener</a> D  Budget Acts of 2021, 2023, 2024, and 2025.	This bill was signed by the Governor on September 17, 2025.	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.	Watch

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



Bill ID/Topic	Location	Summary	Position
<a href="#">SB 153</a> Committee on Budget and Fiscal Review  Transportation budget trailer bill.	This bill was signed by the Governor on September 17, 2025.	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.	Watch
<a href="#">SB 272</a> <a href="#">Becker</a> D  San Mateo County Transit District: job order contracting: pilot program.	This bill was signed by the Governor on October 3, 2025.	The Local Agency Public Construction Act sets forth procedures that a local agency is required to follow when procuring certain services or work. The act also sets forth specific public contracting requirements for certain transit districts, including the San Mateo County Transit District for construction work contracts. The act authorizes certain local agencies, including school districts and community college districts, to engage in job order contracting, as prescribed. This bill would establish a pilot program to authorize the San Mateo County Transit District to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various procedures and requirements for the use of job order contracting under the pilot program. The bill would require the district, on or before January 1, 2030, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. The pilot program would be repealed on January 1, 2032. This bill would make legislative findings and declarations as to the necessity of a special statute for the San Mateo County Transit District.	Watch

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

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 400</a> <a href="#">Cortese</a> D</p> <p>Labor: elective compensation under the Inflation Reduction Act of 2022.</p>	<p>This bill was signed by the Governor on October 1, 2025.</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><a href="#">SB 445</a> <a href="#">Wiener</a> 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><a href="#">SB 496</a> <a href="#">Hurtado</a> 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>

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 506</a> Committee on Transportation  Transportation: omnibus bill.	This bill was signed by the Governor on October 6, 2025.	Existing law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley that meets the goals and objectives of the community, as specified. Existing law requires the authority's governing board to be composed of 15 representatives. The bill would replace the Mountain House Community Services District with the City of Mountain House on the authority's governing board. This bill contains other related provisions and other existing laws.	Watch
<a href="#">SB 544</a> <a href="#">Laird D</a>  Railroad crossings: permit applications: review.	This bill was signed by the Governor on October 1, 2025.	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.	Watch

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

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



Bill ID/Topic	Location	Summary	Position
<a href="#">SB 578</a> <a href="#">Smallwood-Cuevas</a> D  California Workplace Outreach Program.	This bill was signed by the Governor on October 13, 2025.	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.	Watch
<a href="#">SB 642</a> <a href="#">Limón</a> D  Employment: payment of wages.	This bill was signed by the Governor on October 8, 2025.	Existing law imposes varying requirements upon employers to share the pay scale for a position with an applicant or in a job posting, as provided. Existing law defines “pay scale” as the salary or hourly wage range that the employer reasonably expects to pay for the position. This bill would revise the definition of “pay scale” to mean an estimate of this expected wage range that an employer reasonably expects to pay for the position upon hire and is made in good faith. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 667</a> <a href="#">Archuleta</a> 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
<a href="#">SB 707</a> <a href="#">Durazo</a> D  Open meetings: meeting and teleconference requirements.	This bill was signed by the Governor on October 3, 2025.	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.	Watch
<a href="#">SB 714</a> <a href="#">Archuleta</a> D  Zero-emission vehicles: workforce development: Clean Energy Workforce Training Council.	This bill is in the Senate Rules committee, pending referral to policy committee.	Existing law, upon appropriation by the Legislature, establishes the position of Deputy Secretary for Climate within the Labor and Workforce Development Agency, to be appointed by the Governor and subject to confirmation by the Senate, for the purpose of assisting in the oversight of California's workforce transition to a sustainable and equitable carbon-neutral economy. Existing law requires the deputy secretary to perform specified duties, including creating or coordinating programs with other state agencies to retrain and upskill workers for, among other jobs, clean energy jobs, as specified. This bill would state the intent of the Legislature to enact legislation that would establish a zero-emission vehicle workforce development pilot project and a Clean Energy Workforce Training Council, as provided.	Watch
<a href="#">SB 735</a> Committee on Local Government  Validations.	This bill was signed by the Governor on July 14, 2025.	This bill would enact the First Validating Act of 2025, which would validate the organization, boundaries, acts, proceedings, and bonds of the state and counties, cities, and specified districts, agencies, and entities. This bill contains other related provisions.	Watch

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

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 840</a> <a href="#">Limón</a> D  Greenhouse gases: Greenhouse Gas Reduction Fund: studies.	This bill was signed by the Governor on September 19, 2025.	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.	Watch

**Caltrain  
Federal Report  
December 2025**

**Congressional Update**

Lawmakers Work to Advance Appropriations Legislation

- Congress ended 2025 without a deal to move forward on government funding. Senate Majority Leader John Thune (R-SD) intends to combine and advance the Defense, Labor-HHS-Education, Transportation-HUD, Commerce-Justice-Science, and Interior-Environment bills as one funding package for consideration. Disagreements over earmarks, policy riders, and funding levels contributed to the delay in floor action for the Senate's appropriations bills. When Congress returns in January, it will have just over three weeks to find some agreement on government funding before the January 30, 2026, deadline.
- House and Senate Appropriations leaders disagree over which bills they would like to see in the next minibus. The House appropriations leadership has indicated they want to move a minibus that does not include Defense and Labor-HHS (they prefer to move those separately), while the Senate has indicated they would like to move a combination of the DoD, Labor-HHS, CJS, and Transportation-HUD.
- Despite the House and Senate's inability to advance appropriations legislation in December, House Appropriations Committee Chair Tom Cole (R-OK) announced that he and Senate Appropriations Committee Chair Susan Collins (R-ME) reached an agreement on final total spending limits for the remaining nine appropriations bills, a key milestone required for the funding bills to pass. The leaders announced that the appropriations bills that have yet to be passed for the ongoing fiscal year should be below the current funding level.

Streamline Transit Projects Act Introduced

- Sen. Mike Lee (R-UT) introduced legislation to streamline environmental reviews for transit projects. The Streamline Transit Projects Act ([S. 3284](#)) would authorize the Secretary of Transportation to enter into a memorandum of understanding with interested state transit agencies to assume responsibility under the National Environmental Policy Act (NEPA) for one or more transit projects.
- Participating states would be required to determine whether certain activities are included within classes of action identified by the Secretary that are categorically excluded from requirements for environmental assessments or environmental

impact statements. Proponents of the bill hope its reforms will accelerate project delivery timelines and reduce costs for transit projects.

- Cosponsoring the legislation are Sens. John Curtis (R-UT), Mark Kelly (D-AZ), and Raphael Warnock (D-GA). Additionally, APTA issued a statement of support, asserting that “this legislation brings long-overdue modal parity by providing public transit agencies with the same authority long afforded to our highway partners. Empowering transit agencies to approve their own categorical exclusions will cut red tape, speed project delivery, and help communities realize the benefits of better public transportation sooner.”

#### Senate Committee Advances Top DOT Nominee

- The Senate Commerce Committee advanced Ryan McCormack’s nomination to serve as the DOT undersecretary for policy, by a vote of 18-10. Currently serving as the department’s deputy chief of staff, McCormack would be elevated to one of the department’s top positions, sitting just below Secretary Sean Duffy and Deputy Secretary Steven Bradbury.
- In his written responses to questions, McCormack asserted that his top priority will be reducing highway deaths. He also criticized DOT’s “overly complex” grant programs, adding that computer systems for tracking such funding are “cumbersome,” “redundant,” and “opaque.” McCormack also defended the various grant withdrawals and terminations carried out by the department this year, claiming that the actions were lawful. McCormack must be confirmed by the full Senate, but floor action has not been scheduled yet.

#### Administration Update

##### FTA Releases Major Event Playbook

- On December 4, the Federal Transit Administration (FTA) released its [Major Event Playbook](#) following the Department of Transportation’s (DOT) World Cup kickoff summit. The FTA Major Event Playbook is a practical guide with key considerations to help public transportation agencies navigate federal transit requirements as they relate to hosting major events.
- In advance of major sporting events like the 2026 FIFA World Cup, FTA intends for the playbook to help transit agencies prepare for an influx of transit riders. During a panel moderated by FTA Administrator Marc Molinaro at DOT’s World Cup summit, Molinaro, along with representatives of FIFA, said transit agencies should also prepare to interact with thousands of visitors unfamiliar with U.S. transit.

- The Major Event Playbook is organized by the following topics: spare, contingency, and loaned transit vehicles; charter service; accessibility and civil rights; safety and security; and incidental use. FTA, in addition to DOT, clarifies its responsibilities during major events to ensure agencies are cognizant of ways federal departments can assist in planning and coordination.

#### DOT Releases BUILD NOFO

- On November 26, DOT released the FY 2026 Notice of Funding Opportunity (NOFO) for the Better Utilizing Investments to Leverage Development (BUILD) Grant Program. The goal of the BUILD program is to fund transportation infrastructure projects with significant local or regional impact.
- Project elements and benefits under the merit criteria rating rubric have been updated to align with Administration priorities and executive orders. These include safety, quality of life, mobility and community connectivity, and economic competitiveness.
- The FY 2026 BUILD NOFO updated county [Area of Persistent Poverty \(APP\)](#) designations to utilize the most recent annual Small Area Income Poverty Estimates as estimated by the Census Bureau. There is \$1.5 billion in available funding through this round. All applications are due by February 24, 2026 at 5 PM ET. Award selections are expected to be announced by June 28, 2026. The NOFO can be found on [grants.gov](https://www.grants.gov).

#### Trump Administration Considers Ending Weekly Transit Reporting

- FTA is considering ending the weekly collection and reporting of data on the nation's transit ridership. Information on Americans' use of trains, buses, and other transit options would no longer be reported weekly by transit agencies. In a request for comment on the Federal Register, FTA suggests that weekly reports are no longer fiscally responsible or necessary.
- During the COVID-19 pandemic, FTA determined it necessary to collect ridership data to track nationwide trends in public transportation. FTA notes that with the end of the federal response to the COVID-19 pandemic, weekly reports are "not required by statute, and after two years of experience with this data collection, FTA has now determined the Weekly Reference Reporting form (WE-20) reporting requirement no longer offers sufficient value relative to the administrative burden on transit agencies and is inconsistent with this Administration's deregulatory priorities." Going forward, FTA suggests that recipients of federal transit dollars will report data on an annual or monthly basis.



**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Sherry Bullock, CalMod Program Director

For: January 2026 JPB Board of Directors Meeting – Reading File

Subject: **Receive Update on Battery Electric Multiple Unit (BEMU) Project – November 2025**



Finance Committee  
Recommendation



Technology, Operations, Planning,  
and Safety Committee  
Recommendation



Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

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

Staff will provide monthly updates covering Battery Electric Multiple Unit (BEMU)-related activities during the reporting month and a preview of activities anticipated to take place during the current month.

**Discussion**

The battery electric multiple unit pilot project (BEMU Pilot) is a research and development project with the end goal of producing a BEMU qualified to run on the general railroad system, and on Caltrain’s right-of-way including the Gilroy Extension specifically under battery power.

The BEMU is a change order option train ordered from Caltrain’s EMU contract and is a shorter version of a fully capable EMU paired to a battery cab car designed to run in daily round-trip service from Gilroy to San Jose. The BEMU has four cars, three of which accommodate passengers with a total of 280 seats. The BEMU will be charged under the overhead catenary system (OCS) either stationary or in service, travel to Gilroy and have its charge “topped off” during overnight layover in Gilroy at the standard 480V train plug before returning north.

Stadler is responsible for design, procurement, manufacturing, installation, testing and commissioning of the BEMU. The BEMU will be equipped with Positive Train Control (PTC) and qualified on both the non-electrified portion of Caltrain service on Union Pacific Railroad territory as well as the Caltrain Right-of-way electrified portion. BEMU PTC will require detailed documentation and approval by the Federal Railroad Administration.

## Monthly Update

### 1. Project Schedule and Milestones

- Battery Electric Multiple Unit (BEMU) project baseline schedule was established on April 22, 2024. The table below shows the status of major Milestones as of November 30, 2025.
- PDR Completion is delayed due to carbody redesign - The preliminary BB carbody analyses yielded positive results. Once the design was refined, including increasing the battery capacity (and therefore the battery weight), however, the carbody analyses revealed weaknesses in the structure. To resolve this, equipment had to be rearranged within the BB car, the structure modified/reinforced, and the analyses redone. This caused a delay in completion of PDR and commencement of final design. Staff will work with Stadler on schedule recovery to minimize impact to BEMU carbody structure production and final assembly. The BEMU delivery schedule and on-site schedule remains unchanged.

<u>Key Project Activity</u>	<u>NTP + months estimated in Change Order</u>	<u>Planned Completion (Baseline)</u>	<u>Progress as of 11/30/2025</u>	<u>Progress On Track?</u>	<u>Notes</u>
Stadler Notice to Proceed	0	08/25/23	Completed	Completed	
Approval of Master Program schedule	3	04/22/24	Completed	Completed	
Conceptual Design Review (CDR)	12	04/18/25	Completed	Completed	
Preliminary Design Review (PDR)	16	08/15/25	12/15/2025	Delayed	Delay due to carbody redesign
Final Design Review (FDR)	20	12/12/25	In Planning	Delayed to 6/2026	Delay due to carbody redesign
Battery First Article Inspection	30	04/10/26	In Planning	Delayed to 6/2026	Delay due to carbody redesign
Completed Carshells	40	05/01/26	In Planning	Delayed to 6/2026	Battery carshell delay due to battery carbody redesign. A, C, D carshells on schedule.
Authorization to Ship to Transportation Test Center	45	06/25/27	In Planning	On Track	
Completion of Testing at TTC	50	12/10/27	In Planning	On Track	
Conditional Acceptance – BEMU Ready for Revenue Service	55	10/23/28	In Planning	On Track	
Final Acceptance	60	11/20/28	In Planning	On Track	

## 2. Cost – Spend vs Budget with Actuals and Accruals through November 30, 2025

**Project 100782 BEMU - Budget and Cost (As of November 30, 2025)**

	(A)	(B)	(C)	(D)		(E)	(F) = (C - E)	(G) = (D / E)
Project Cost Analysis	Original Budget (US\$MM)	Approved Changes (Contractor) (US\$MM)	Project Current Budget (US\$MM)	Expended and Accruals To-Date (US\$MM)	To-Go (US\$MM)	Estimated at Completion (EAC) (US\$MM)	Variance at Completion (US\$MM)	% Expended of EAC
Contractor - STADLER	\$ 60.98	\$ 0.56	\$ 61.54	\$ 18.24	\$ 43.30	\$ 61.54	\$ -	29.64%
Other Contracts	\$ 1.31	\$ 0.06	\$ 1.38	\$ 0.06	\$ 1.31	\$ 1.38	\$ -	4.69%
Program Mngt. & Admin Costs	\$ 9.64		\$ 9.64	\$ 0.48	\$ 9.04	\$ 9.52	\$ 0.12	5.08%
Project Contingency	\$ 7.47	\$ (0.63)	\$ 6.84		\$ 6.77	\$ 6.77	\$ 0.08	0.00%
ICAP	\$ 0.60		\$ 0.60	\$ 0.02	\$ 0.77	\$ 0.80	\$ (0.20)	3.05%
<b>Total BEMU Project</b>	<b>\$ 80.00</b>	<b>\$ -</b>	<b>\$ 80.00</b>	<b>\$ 18.81</b>	<b>\$ 61.19</b>	<b>\$ 80.00</b>	<b>\$ (0.00)</b>	<b>23.52%</b>

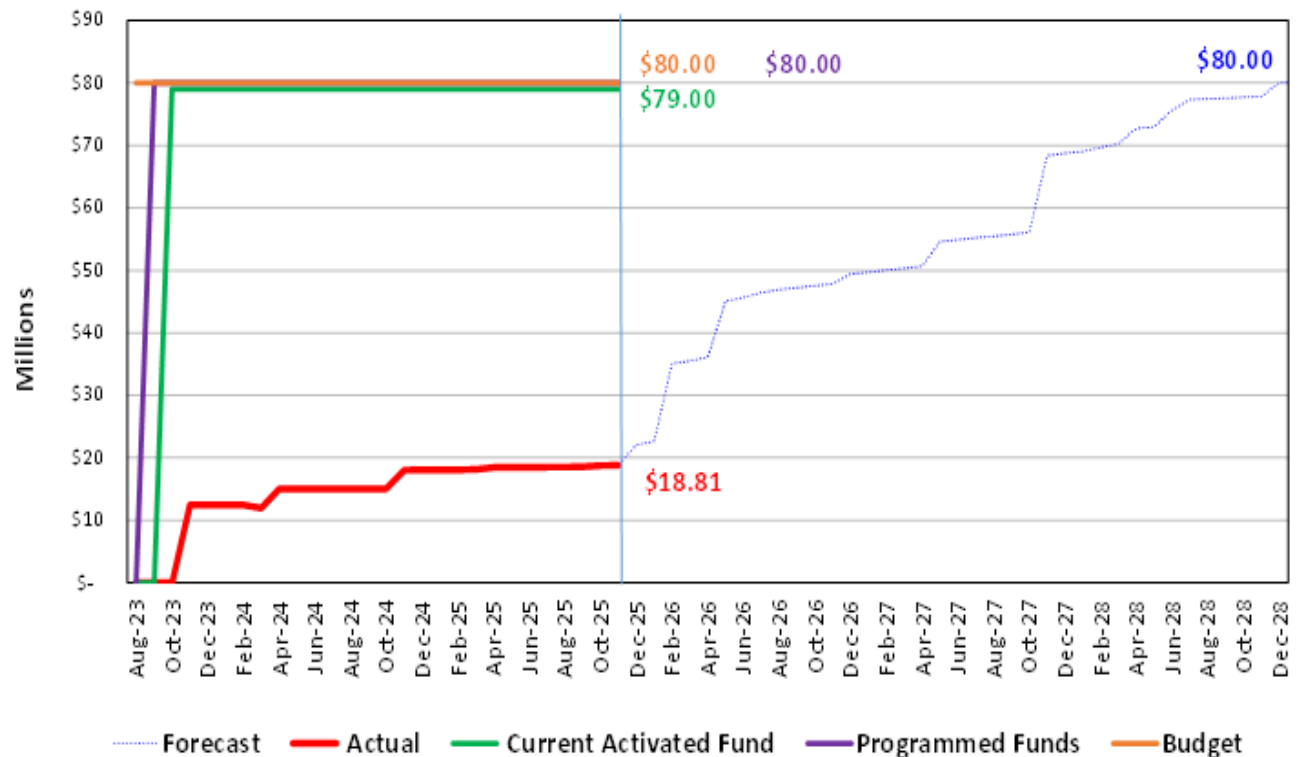
Note:

- 1). Expended and Accruals To-Date is through November 30, 2025;
- 2). Program Mngt. & Admin Costs includes JPB project oversight costs, TASI support and Other Direct Costs for BEMU trainset;
- 3). Other Contracts includes \$1M for Wayside Upgrades;

## 3. Cost Curve:

NOVEMBER 2025

### BEMU | Expenditure - Planned vs. Actual



#### **4. Major Activities for November 2025:**

- Continue Preliminary Design Review (PDR) activities:
  - Battery carbody PDR meeting at Stadler St. Margrethan.
  - Reviewed PDR packages as submitted.
  - Resolve design comments/questions.
- Held monthly progress meeting.
- Held on-going technical coordination meetings (biweekly).
- Held on-going safety coordination meetings (monthly).
- Held carbody redesign progress meeting
- Reviewed the revised interior key and lock concept, the monthly progress report and schedule, the redundant power study, and the following PDR packages: carbody, friction brakes, auxiliary power, couples, and interiors.

#### **5. Upcoming Key Activities:**

- Continue to follow-up on action items from the September Federal Rail Administration (FRA) meeting
- Complete PDR packages review and acceptance by Caltrain.
- Continue reviewing safety submittals (and other submittals as needed).
- Introduce BEMU project to UPRR (at PM level) and start coordination efforts

#### **6. Change Management:**

- In August 2023, the JPB approved a change order for not to exceed \$60,976,504 to Stadler US Inc., contract No. 14-PCJPB-P-056 for an option of one four-car Battery Electric Multiple Unit (BEMU) trainset.
- A change order (CCO #57) was fully executed for BEMU convenience outlets, which were not included in the BEMU train order. The change order amount is \$40,019.18. This change will be covered by the contingency and there is no change to the project budget.
- A change order (CCO #60) in the amount of \$520,500 to increase the traction battery capacity from the baseline 1.9 MWh requirement to 2.3 MWh was fully executed. This change will be covered by the contingency and there is no change to the project budget.

- A Purchase Order in the amount \$65K for PTC radio licenses and PTC control messaging licenses (2 licenses) has been issued to Meteorcomm under BEMU project. This change will be covered by the contingency and there is no change to the project budget.

## 7. Risk Management:

The following are top risks for implementation of Battery Electric Multiple Unit (BEMU) project:

Risk Descriptions	Mitigation Actions
1. Redesign of the battery car body will cause schedule delays	Review schedule with Stadler and perform schedule impact and find ways to keep baseline project completion schedule intact.
2. Potential supply chain issue down the road	Tracking procurement lead time and monitoring closely

## 8. FRA Coordination Status:

- A meeting with the FRA took place on September 11 in Washington, DC. The meeting focused on establishing points of contact and introducing the BEMU project to the FRA. Presentations and discussions included the project schedule and progress, the conceptual design, the safety program, and the general plan for meeting applicable FRA requirements (including concurrence with the FRA industry letters regarding alternative fuel vehicles).
- A follow-up meeting will be held in early 2026.

## **Budget Impact**

There is no impact on the budget.

Prepared By:	Sherry Bullock	CalMod Program Director	12/24/2025
	Greg Cameron	BEMU Commercial Project Manager	12/05/2025

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Sherry Bullock, CalMod Program Director

For: January 2026 JPB Board of Directors Meeting – Reading File

Subject: **Receive Update on Electric Multiple Unit Option Cars (EMU Option 1 and 2) Projects – November 2025**

☐ Finance Committee  
Recommendation

☐ Technology, Operations, Planning,  
and Safety Committee  
Recommendation

☐ Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

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

Staff will provide monthly updates covering Electric Multiple Unit Option Cars (EMU Option 1 and 2)-related activities during the reporting month and a preview of activities anticipated to take place during the current month.

**Discussion**

In 2016, Caltrain executed a contract with Stadler USA, Inc., to procure Electric Multiple Unit trains to serve Caltrain passengers upon completion of the Peninsula Corridor Electrification Project (PCEP), which will electrify the corridor from San Francisco to San Jose. The Stadler contract included two option periods. The option offers Caltrain the opportunity to purchase additional EMU trainsets at a substantially lower cost than would be available if Caltrain were to undertake a new procurement. In addition to costs savings, the option allows Caltrain to move closer to the goal of a zero-emission corridor while improving service and reliability for Caltrain passengers.

- The EMU Option 1 is a change order option train ordered from Caltrain’s EMU contract that adds 37 Option cars to the contract. This comprises of (a): 16 additional cars to be inserted into the Base contract 16, 6-car trainsets to provide fully integrated and tested 7-car trainsets and (b): 3 additional 7-car trainsets. In December 2018, the JPB approved change order for not to exceed \$172,800,047 to Stadler US Inc., contract No. 14-PCJPB-P-056 for an option that adds 37 Option cars to the contract.

- The EMU Option 2 is a change order option train ordered from Caltrain's EMU contract that adds 28 Option cars to the contract. In August 2023, the JPB approved change order for not to exceed \$183,217,581 to Stadler US Inc., contract No. 14-PCJPB-P-056 for an option that adds 28 Option cars to the contract. This comprises of four 7-car trainsets.

Stadler is responsible for design, procurement, manufacturing, installation, testing and commissioning of the EMU Option cars as well as mock-ups, spare parts, special tools, test equipment, manuals, training, and related parts and services. Purchasing additional Option Cars will support the Caltrain Business Plan, reduce diesel trips on the JPB's corridor, and enhance seating capacity on the JPB's commuter rail service, all in furtherance of helping the State achieve transportation, safety and climate goals.

Caltrain has commenced fully electrified EMU service since September 2024, currently total of 17 seven-car EMU trainsets have been final accepted. This monthly report will provide status of trainsets 17 through 19 as the remaining Option 1 scope and trainsets 20 through 23 as the remaining Option 2 scope.

Currently all 19 EMUs are delivered on site and conditionally accepted; only trainsets 18 and 19 have not reached final acceptance.

### **Monthly Update**

#### **1. Project Schedule – Major Milestones for EMU Option 1 project as of November 30, 2025:**

<u>Key Project Activity</u>	<u>Planned Completion (Baseline)</u>	<u>Progress as of 11/30/2025</u>	<u>Progress On Track?</u>	<u>Notes</u>
Return of the Executed Change Order	12/22/18	Completed	Completed	
Approval of Master Program schedule		Completed	Completed	
Submission of Major Systems Purchase Orders		Completed	Completed	
Completion of Carbody – Trainsets 1 thru' 19	11/20/22	Completed	Completed	
Authorization to Ship from Contractor's Facility - Trainsets 1 thru' 17	08/20/24	Completed	Completed	
Authorization to Ship from Contractor's Facility - Trainset 18	04/23/25	Completed	Completed	
Authorization to Ship from Contractor's Facility - Trainset 19	06/22/25	Completed	Completed	
Notice of Conditional Acceptance - Trainsets 1 thru' 17	01/07/25	Completed	Completed	

<u>Key Project Activity</u>	<u>Planned Completion (Baseline)</u>	<u>Progress as of 11/30/2025</u>	<u>Progress On Track?</u>	<u>Notes</u>
Notice of Conditional Acceptance – Trainset 18	05/23/25	Completed	Completed	
Notice of Conditional Acceptance – Trainset 19	07/21/25	Completed on 10/21/25	Completed	Delay was acceptable to accommodate OCS Monitoring System Change Order
Notice of Final Acceptance - Trainset 17	03/24/25	Completed	Completed	
Notice of Final Acceptance - Trainset 18	07/04/25	11/15/2025	Delayed	Late due to open items
Notice of Final Acceptance - Trainset 19	09/21/25	01/26	Delayed	Delay is acceptable to accommodate OCS Monitoring System Change Order; and open items
Final Milestone: Conditional Acceptance of 19 trainsets	07/21/25	Completed on 10/21/25	Completed	Delay was acceptable to accommodate OCS Monitoring System Change Order

## 2. Project Schedule – Major Milestones for EMU Option 2 project as of November 30, 2025:

In 2024, Stadler announced a potential delay due to a force majeure event (flooding) at their aluminum extrusion supplier's facility. This storm event had ceased aluminum global production temporarily. This project was one of many Stadler projects affected by the event. In October 2025, Caltrain received notice from Stadler, and the effect of this force majeure has now been fully realized, and production has been stabilized. There was overall 6 months impact on car shell production, Stadler is implementing aggressive mitigation during final assembly to reduce the overall schedule impact by two and a half months.

<u>Key Project Activity</u>	<u>Planned Completion (Baseline)</u>	<u>Progress as of 11/30/2025</u>	<u>Progress On Track?</u>	<u>Notes</u>
Return of the Executed Change Order	08/14/23	Completed	Completed	
Approval of Master Program Schedule	11/08/23	Completed	Completed	
Submission of Major Systems Purchase Orders	05/09/24	Completed	Completed	



<u>Key Project Activity</u>	<u>Planned Completion (Baseline)</u>	<u>Progress as of 11/30/2025</u>	<u>Progress On Track?</u>	<u>Notes</u>
Completion of EMU Carshells – Trainset 20	12/24	Completed	Completed	
Completion of EMU Carshells – Trainset 21	05/25	Completed	Completed	
Completion of EMU Carshells – Trainset 22	09/12/25	10/15/25	Delayed	Delay due to Force Majeure (flooding at aluminum extrusion factory)
Completion of EMU Carshells – Trainset 23	02/26	11/30/25	On Track	
Authorization to Ship from Contractor’s Facility - Trainset 20	03/26	05/26	Delayed	Delay due to Force Majeure (flooding at aluminum extrusion factory)
Authorization to Ship from Contractor’s Facility - Trainset 21	03/26	05/26	Delayed	Delay due to Force Majeure (flooding at aluminum extrusion factory)
Authorization to Ship from Contractor’s Facility - Trainset 22	01/27	In Planning	On Track	
Authorization to Ship from Contractor’s Facility - Trainset 23	01/27	In Planning	On Track	
Notice of Conditional Acceptance - Trainset 20	04/26	In Planning	On Track	
Notice of Conditional Acceptance - Trainset 21	04/26	In Planning	On Track	
Notice of Conditional Acceptance - Trainset 22	02/27	In Planning	On Track	
Notice of Conditional Acceptance - Trainset 23	02/27	In Planning	On Track	
Notice of Final Acceptance - Trainset 20	05/26	In Planning	On Track	
Notice of Final Acceptance - Trainset 21	05/26	In Planning	On Track	
Notice of Final Acceptance - Trainset 22	03/27	In Planning	On Track	
Notice of Final Acceptance - Trainset 23	03/27	In Planning	On Track	

### 3. Cost – Spend vs Budget with Actuals and Accruals through November 30, 2025

#### Project 100400 EMU Option Car 1 - Budget and Cost (As of November 30, 2025)

	(A)	(B)	(C)	(D)	(E) = (G) - (D)	(F)	(G) = (C) - (F)	(H) = (D) / (F)
Project Cost Analysis	Original Budget (US\$MM)	Approved Changes (Contractor) (US\$MM)	Project Current Budget (US\$MM)	Expended and Accruals To-Date (US\$MM)	To-Go (US\$MM)	Estimated at Completion (EAC) (US\$MM)	Variance at Completion (US\$MM)	% Expended of EAC
Contractor - STADLER	\$ 172.80	\$ 6.38	\$ 179.18	\$ 171.49	\$ 7.69	\$ 179.18	\$ 0.00	95.71%
Program Mngt. & Admin Costs	\$ 2.00		\$ 2.00	\$ 0.87	\$ 0.71	\$ 1.58	\$ 0.42	55.21%
Project Contingency	\$ 7.84	\$ (6.66)	\$ 1.18		\$ 1.46	\$ 1.46	\$ (0.28)	0.00%
ICAP	\$ -	\$ 0.41	\$ 0.41	\$ 0.37	\$ 0.04	\$ 0.41	\$ -	90.88%
Potential Changes			\$ -		\$ -	\$ -	\$ -	
Total EMU Option Car 1 Project	\$ 182.64	\$ 0.14	\$ 182.77	\$ 172.74	\$ 9.90	\$ 182.64	\$ 0.14	94.58%

Note:

- 1). Expended and Accruals To-Date is through November 30, 2025;
- 2). Program Mngt. & Admin Costs includes JPB project oversight costs, TASI support and Other Direct Costs for EMU Option Car 1 trainsets;

#### Project 100778 - EMU Option 2 - Budget and Cost (As of November 30, 2025)

	(A)	(B)	(C)	(D)	(E) = (F) - (D)	(F)	(G) = (C) - (F)	(G) = (D) / (F)
Project Cost Analysis	Original Budget (US\$MM)	Approved Changes (Contractor) (US\$MM)	Project Current Budget (US\$MM)	Expended and Accruals To-Date (US\$MM)	To-Go (US\$MM)	Estimated at Completion (EAC) (US\$MM)	Variance at Completion (US\$MM)	% Expended of EAC
Contractor - STADLER	\$ 183.22	\$ -	\$ 183.22	\$ 93.23	\$ 89.99	\$ 183.22	\$ -	50.88%
Other Contracts	\$ -	\$ 0.29	\$ 0.29	\$ 0.29	\$ -	\$ 0.29	\$ -	100.00%
Program Mngt. & Admin Costs	\$ 9.67		\$ 9.67	\$ 3.76	\$ 5.90	\$ 9.67	\$ 0.00	38.94%
Project Contingency	\$ 26.43	\$ (0.29)	\$ 26.14		\$ 26.14	\$ 26.14	\$ (0.00)	0.00%
ICAP	\$ 0.68		\$ 0.68	\$ 0.21	\$ 0.47	\$ 0.68	\$ 0.00	31.50%
Potential Changes			\$ -		\$ -	\$ -	\$ -	
Total EMU Option Car 2 Project	\$ 220.00	\$ -	\$ 220.00	\$ 97.50	\$ 122.50	\$ 220.00	\$ (0.00)	44.32%

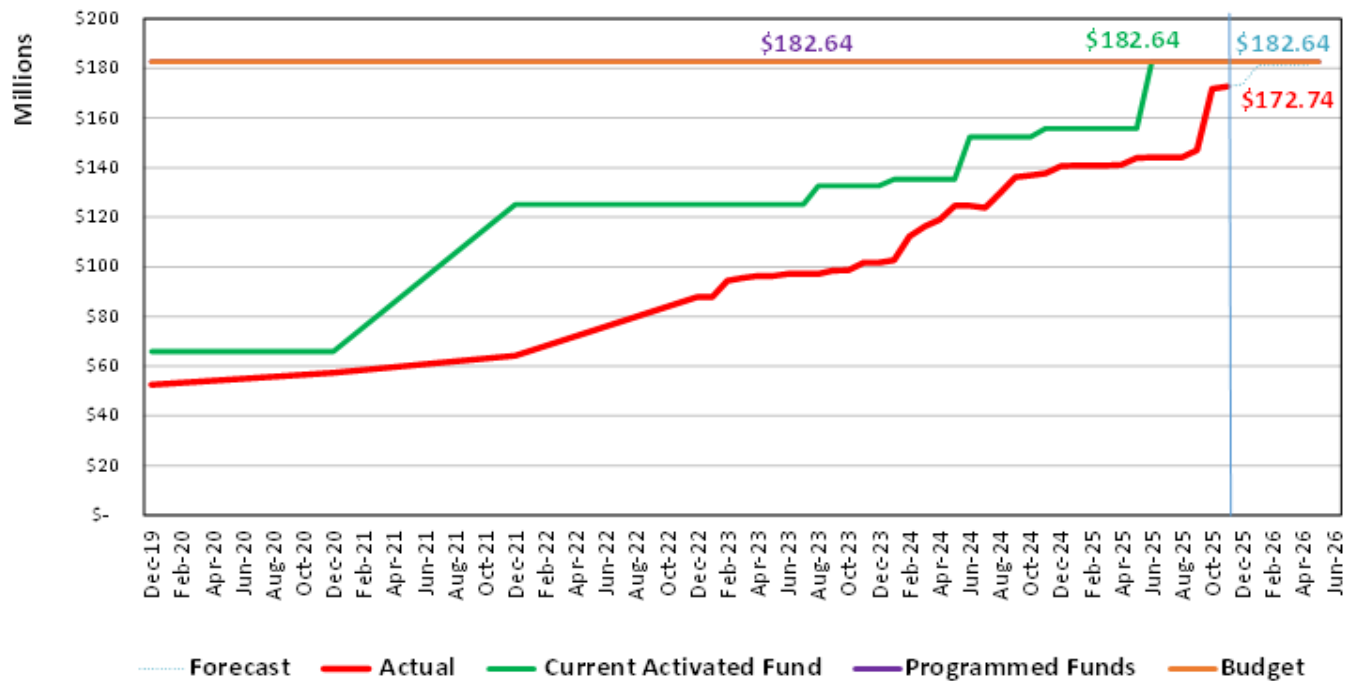
Note:

- 1). Expended and Accruals To-Date is through November 30, 2025;
- 2). Program Mngt. & Admin Costs includes JPB project oversight costs, TASI support and Other Direct Costs for EMU Option Car 2 trainsets;

#### 4. Cost Curve:

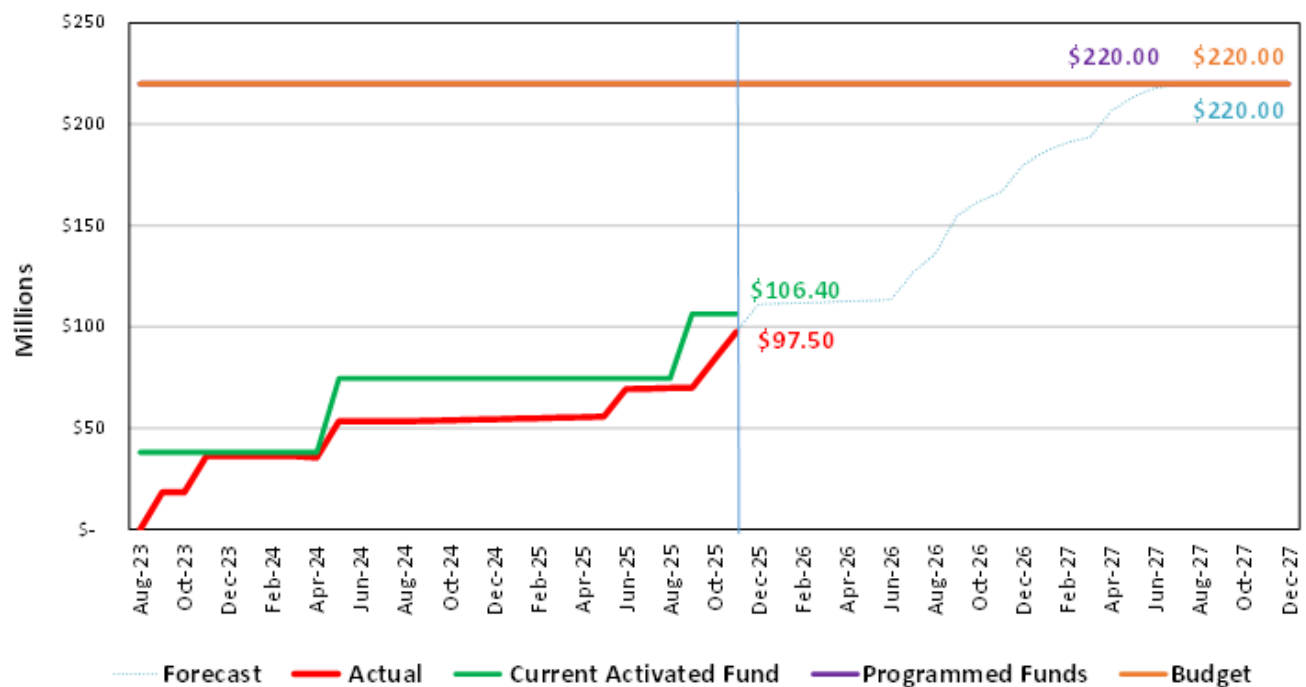
NOVEMBER 2025

##### EMU Option Cars 1 | Expenditure - Planned vs. Actual



NOVEMBER 2025

##### EMU Option Cars 2 | Expenditure - Planned vs. Actual



**5. Major Activities for November 2025:**

- TS 19 burn-in testing completed
- TS 19 conditionally accepted and placed in revenue service
- Carshell production completed for TS 23
- Car assembly continued for TS 20 in Salt Lake City (started in September)
- Car assembly began for TS 21 in Salt Lake City
- OCS inspection system (CATVue) delayed due to component short circuit

**6. Upcoming Key Activities:**

- Test OCS inspection system (CATVue) on TS 19
- Continuing car assembly for TS 20 and 21
- Close open items related to automatic passenger count system, passenger information systems and ADA ramps

**7. Change Management:**

A total of \$6.38 million in change orders have been issued under EMU Option 1 project.

- Performance Bond - \$920,000
- CCO 022 - Add Flip up seats into bike cars - \$1.96 million
- CCO 026 - Update Virtual Reality Experience - \$43,000
- CCO 040 - Special Tools - \$110,000
- CCO 042 - Project Time Extension Milestone 1 - \$2.67 million
- CCO 044 - Passenger Convenience Outlet Current Limit - \$239,000
- CCO 049 - Pre-Revenue Services - SRS EMU Maintenance - \$201,000
- CCO 054 - Bridge Plate Changes - Trainsets 1 through 19 - \$99,000
- CCO 056 - OCS Monitoring System - \$725,700
- CCO 059 - Repairs to Trainset 6 - \$5.14 million
- CCO 062 - DTX Special Track Evaluation – \$148,000
- CCO 063 – Wi-Fi Grounding - \$273,000

The above changes were covered by the project contingency and there is no change to the project budget.

- Change Order 056 - OCS Monitoring System is funded by Rail Operations and Maintenance.
- Change Order 059 - Repairs to Trainset 6 is funded by Rail Operations and insurance reimbursement.
- Change Order 062 - DTX Special Track Evaluation is funded by Portal DTX project.
- Change Order 063 - Wi-Fi Grounding is funded 50 percent by Broadband Wireless project, and was executed in November 2025
- A change notice was issued for passenger Wi-Fi for Option 2 cars.
- A Purchase Order in the amount \$291,000 for PTC radio licenses and PTC control messaging licenses (8 licenses plus one spare) has been issued to Meteorcomm under EMU Option 2 project.

Upcoming Changes:

- Option 1: PTC radio and control messaging licenses estimated at \$194,000 for 6 licenses.

**8. Risk Management:**

The following are top risks for implementation of EMU Option projects:

Risk Descriptions	Mitigation Actions
<b>1.</b> In July 2024, the aluminum extrusion supplier claimed force majeure due to flooding. This is delaying the start of some carshell production for Option 2.	Make up a portion of the lost time during final assembly.
<b>2.</b> Potential supply chain issue down the road	Tracking procurement lead time and monitoring closely.

**9. FRA Coordination Status:**

- None required at this time (option car designs are the same as base EMUs, which is already FRA approved).

**Budget Impact**

There is no impact on the budget. New potential changes will be covered by the Project Contingency.

Prepared By:	Sherry Bullock	CalMod Program Director	12/24/2025
	Greg Cameron	EMU Commercial Project Manager	12/07/2025

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Finance Committee

Through: Michelle Bouchard, Executive Director

From: Dahlia Chazan, Chief, Caltrain Planning and Real Estate

For: January 2026 Board of Directors Meeting

Subject: **Receive Quarterly Real Estate Update**

☐ Finance Committee  
Recommendation

☐ Technology, Operations, Planning,  
and Safety Committee  
Recommendation

☐ Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

This report provides a quarterly update on real estate activities, with a focus on revenue-generating activities. This report is for Fiscal Year 2026 Quarter 2 (FY26 Q2) and is provided for informational purposes only.

**Discussion**

*Property Leasing*

For Fiscal Year 2026, annual contracted revenue from property leasing is estimated to be \$1.49 million. Over the first half of the fiscal year, Caltrain has contracted for approximately \$780,200 in lease revenues, including \$392,300 in Q2, from 65 active leases. This includes lease revenue from:

- Space in station buildings such as retail at San Francisco Station;
- Station parking lots for commercial parking or active uses such as farmer's markets; and
- Leases not at stations, including use of parcels along the right of way for commercial uses, parking, storage facilities, cell sites, billboards and other uses.

Caltrain has nine station buildings with 27,249 square feet of occupiable space. About 10,451 square feet is used by TransitAmerica Services, Inc. (TASI) for rail operations, mostly at Diridon Station. The remaining 16,798 square feet is 61 percent occupied, with 6,630 square feet currently vacant (39 percent). Real estate staff are currently working to finalize a lease with a tenant for the Menlo Park Depot and are in discussion with potential tenants for the San Carlos Depot.

As part of ongoing efforts to lease additional space, Operations and Maintenance staff are currently obtaining cost estimates for needed improvements at station buildings with vacant space that might be leased.

#### *Transit-Oriented Development*

Caltrain currently has five priority Transit-Oriented Development (TOD) sites at San Francisco, Hayward Park, Redwood City, Mountain View and Diridon Stations. Staff are actively working with Caltrain's San Francisco Railyards team to advance TOD in partnership with Prologis. The ground lease for the planned Hayward Park TOD was recently terminated because the developer was unable to advance the project due to market conditions and did not wish to incur additional possessory interest tax charges. Real estate staff are currently in the process of initiating a portfolio-wide assessment of TOD market and development potential that will aid in prioritizing future TOD efforts and determining their timing, as well as inform the TOD Policy Update planned in 2026.

#### *Policy Updates*

A variety of real estate policy efforts are underway, with an eye toward clarifying real estate goals and requirements, streamlining real estate processes and generating additional revenue from JPB-owned assets. Updates to the Property Conveyance Policy and Rail Corridor Use Policy, are expected to be completed in FY26, and the TOD Policy is planned for completion in FY27.

#### **Budget Impact**

There is no impact on the budget.

Prepared By:	Nadine Fogarty	Director, Caltrain Real Estate and Transit-Oriented Development	12/04/2025
	Jenny Lin	Manager, Caltrain Real Estate and Transit-Oriented Development	12/04/2025



**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee

Through: Michelle Bouchard, Executive Director

From: Sherry Bullock, Interim Chief, Design and Construction, and CalMod Program Director

For: January 2026 Board of Directors Meeting

Subject: **Receive Update Regarding San Francisquito Creek Bank Stabilization Project Status and Next Steps**

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

**Purpose and Recommended Action**

This report provides the Technology, Operations, Planning, and Safety (TOPS) Committee with the status of the San Francisquito Creek Bank Stabilization Project (Project) and outlines next steps leading to the start of construction in June 2026. No recommendation/action is required at this time.

**Background**

Following severe erosion caused by the 2022-2023 winter storms, the Peninsula Corridor Joint Powers Board (JPB) declared an emergency on March 29, 2023, authorizing immediate stabilization of the north channel embankment supporting the San Francisquito Creek Bridge. The emergency declaration was renewed monthly and ultimately terminated on August 1, 2024, after temporary stabilization measures mitigated the immediate risk to rail operations.

The San Francisquito Creek Bridge spans the boundary between the City of Menlo Park (San Mateo County) and the City of Palo Alto (Santa Clara County). The San Francisquito Creek Bank Stabilization Project will construct long-term bank protection, drainage, and habitat restoration improvements along approximately 130 linear feet of the creek near the Caltrain bridge. The Project is designed to protect the railroad embankment and bridge foundations from erosion, maintain safe and reliable rail operations, and restore riparian habitat along the creek.

Key elements of the Project include:

- North Bank Stabilization: Installation of boulder toe and vegetated revetments, wrapped soil lifts, and earthen fill slopes to reinforce and stabilize the eroded bank.
- South Embankment Protection: Construction of a boulder toe trench at the base of the existing concrete retaining wall to strengthen and protect the structure.
- Storm Drain Outfall Replacement: Removal and replacement of the Menlo Park storm drain outfall, including a new manhole, energy dissipation rock pad, and backflow prevention flap gate.
- Revegetation and Irrigation: Installation of temporary irrigation systems and native plantings to restore riparian habitat consistent with regulatory permit requirements.

By August 2025, Caltrain had received all required environmental permits to execute the Project, including approvals from the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB), California Department of Fish and Wildlife (CDFW), and United States Army Corps of Engineers (USACE). The National Marine Fisheries Service (NMFS) also provides oversight to ensure compliance with the federal Endangered Species Act. These permits require Caltrain to implement measures that protect water quality, fish, and wildlife resources, and to mitigate both upcoming construction impacts and those from the 2023 emergency work.

### **Significance**

The Project is an environmentally and safety critical and will:

- Protect the structural integrity of the existing bridge supporting both Main Track 1 (MT-1) and Main Track 2 (MT-2);
- Prevent flooding and scour that could threaten service reliability;
- Enhance the resiliency of Caltrain's core infrastructure and reduce exposure to future emergency repairs; and
- Safeguard nearby public assets, including the bicycle and pedestrian bridge linking Menlo Park and Palo Alto, and the El Palo Alto redwood tree, the symbol of the City of Palo Alto, which stands adjacent to the bridge on the south bank of the creek.

Upon completion, the Project will provide long-term stabilization, reduce risk of service disruption, and protect the safety of rail operations at this critical location.

### **Status Updates**

Since termination of the emergency declaration, the Project has completed final design and is ready for public procurement of construction work. Major accomplishments include:

- **Permitting:** All required permits obtained from SFBRWQCB, CDFW, and USACE, with NMFS oversight ensuring federal Endangered Species Act (ESA) compliance.
- **Final Design:** Completion of all design documents, including temporary shoring and river diversion plans, ensuring the protection of active rail operations and structural integrity of the bridge during construction.
- **In-Kind Mitigation:** Per SFBRWQCB's request in early 2025, the Project has incorporated additional riparian enhancement on the City of Palo Alto side of the creek, with approval from both the SFBRWQCB and the City of Palo Alto.
- **Advance Tree Work:** Tree trimming and removal completed in October 2025 to avoid nesting-bird restrictions that could delay the 2026 construction season.
- **Risk and Constructability Reviews:** Comprehensive risk workshops and constructability reviews held to identify and mitigate construction challenges.
- **Cost Development:** Performed a detailed bottom-up total project cost estimate, including independent construction cost estimate and risk-based contingency.

### **Schedule Update**

The following are the major milestones:

- JPB Board Construction Contract Award: February or March 2026
- Construction Start: June 2026
- In-Stream Work Window: June 15 – October 15, 2026 (permitted dry-season period)
- Substantial Completion: end of 2026
- Final Completion and Closeout: Mid-2027

The Project baseline schedule will be established once construction contract procurement is concluded by March 2026.

### **Budget Impact**

The total Project cost of \$17 million reflects current market conditions, schedule extensions associated with permit re-application timelines, and the updated detailed construction cost estimate. Caltrain's Grants and Capital Program Delivery teams have identified and secured sufficient funding sources to fully fund the Project through completion, including allocations from Measure RR, the State Local Partnership Program (LPP-F), and capital reserves. The Cities of Menlo Park and Palo Alto will also contribute funds as previously agreed in the Memorandum of Understanding and Funding Agreement dated August 15, 2023.

### **Next Steps**

- A Notice of Upcoming Solicitation was published on October 7, 2025.
- The Project is currently being advertised for Invitation for Bids (IFB) in early December 2025.
- Caltrain will return to the TOPS Committee and JPB Board in February/March 2026 to request approval of a project baseline budget and schedule, and award of the construction contract to the lowest responsive and responsible bidder.

Prepared By:	Sherry Bullock	Interim Chief, Design and Construction, and CalMod Program Director	12/03/2025
	Letitia Yeung	Senior Project Manager	12/03/2025

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee  
Through: Michelle Bouchard, Executive Director  
From: Ryan Frigo, Interim Chief Safety Officer  
For: January 2026 JPB Board of Directors Meeting  
Subject: **Receive Update on Caltrain Safety Performance for Fiscal Year 2026 Quarter 2**

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

**Purpose and Recommended Action**

This item is for informational purposes only.

**Discussion**

This report and accompanying presentation are submitted to keep the Peninsula Corridor Joint Powers Board (Board) advised as to the Safety Performance of Caltrain based upon measurement of Key Performance Indicators (KPIs) and to provide an update on the development of the Caltrain Trespasser and Suicide Prevention Safety Plan. Caltrain is committed to providing a safe work environment for our employees and contractors, and safe and efficient train service for our customers. Caltrain is also committed to continuous improvement through the capture and analysis of key safety data and management of associated risk. Regularly reviewing this data will enable staff to identify areas needing improvement and focus our activities to achieve improved safety performance for our employees, passengers and the communities we serve.

Caltrain will provide quarterly safety reports to the board and will be sharing this same information with employees as we work to build a stronger Safety Culture consistent with our number one Core Value – Safety – First and Always as well as our System Safety Program Plan (SSPP). These reports will include both lagging safety performance indicators reported to the Federal Railroad Administration (FRA) and leading safety performance indicators. While lagging indicators can alert you to a failure in your safety program or to the existence of a hazard, leading indicators allow an organization to take preventive action to address that failure or hazard before it turns into an incident.

**Budget Impact**

There is no impact on the budget associated with receiving this informational update. Caltrain's ability to further enhance its safety program is contingent on the availability of funding dedicated to that purpose.

Prepared By: Ryan Frigo

Interim Chief Safety Officer

12/04/2025

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee  
Through: Michelle Bouchard, Executive Director  
From: Ryan Frigo, Interim Chief Safety Officer  
For: January 2026 JPB Board of Directors Meeting  
Subject: **Receive Update on Caltrain Trespasser and Suicide Prevention Safety Plan**



Finance Committee  
Recommendation



Technology, Operations, Planning,  
and Safety Committee  
Recommendation



Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

This item is for informational purposes only.

**Discussion**

This report and accompanying presentation are submitted to keep the Peninsula Corridor Joint Powers Board (Board) updated on the Caltrain Trespasser and Suicide Prevention Safety Plan. Staff will brief the Board on the status of this work and outline recent progress as part of Caltrain's commitment to maintaining a safe rail corridor for employees, passengers, and the communities we serve. This update will help to ensure transparency in our work to prevent incidents between Caltrain vehicles, non-rail vehicles, and pedestrians on the Right-of-Way.

**Budget Impact**

There is no impact on the budget associated with receiving this informational update. Caltrain's ability to further enhance its safety program is contingent on the availability of funding dedicated to that purpose.

Prepared By: Ryan Frigo

Interim Chief Safety Officer

12/10/2025

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee  
Through: Michelle Bouchard, Executive Director  
From: Casey Fromson, Chief of Staff  
For: January 2026 JPB Board of Directors Meeting  
Subject: **Receive Update Regarding Caltrain's Preparations for Major Events in 2026**

☐ Finance Committee  
Recommendation

☐ Technology, Operations, Planning,  
and Safety Committee  
Recommendation

☐ Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

Caltrain is preparing for the Bay Area to host major sporting events in 2026, including the National Football League (NFL) Super Bowl LX and the Fédération Internationale des Associations de Football (FIFA) World Cup 2026.

This presentation is for informational purposes only, and no Board action is required.

**Discussion**

Caltrain is coordinating across multiple departments and regional partners to ensure operational readiness, safety, and enhanced rider experience during the 2026 major events. Levi's Stadium in Santa Clara will host both Super Bowl LX (February 2026) and multiple FIFA World Cup matches (June-July 2026), with other Bay Area cities expected to host fan events, media activations, and related activities that will drive significant ridership increases.

Caltrain has established a coordinated internal planning effort across departments and is meeting regularly with partner agencies, including the Bay Area Host Committee, Santa Clara Valley Transportation Authority (VTA), Metropolitan Transportation Commission (MTC), San Mateo County Transit District (SamTrans), and local jurisdictions in San Francisco, San Jose, and Santa Clara.

**Budget Impact**

No impact on the budget.

Prepared By: Brent Tietjen

Manager, External Affairs

12/09/2025