



RICO E. MEDINA, CHAIR  
PAT BURT, VICE CHAIR  
MARGARET ABE-KOGA  
DAVID J. CANEPA  
DAVID COHEN  
JEFF GEE  
STEVE HEMINGER  
GREG WAGNER  
SHAMANN WALTON

MICHELLE BOUCHARD  
EXECUTIVE DIRECTOR

## Agenda

### Peninsula Corridor Joint Powers Board

#### Advocacy and Major Projects (AMP) Committee Meeting

January 28, 2026, 3:30 pm

Bacciocco Auditorium, 2<sup>nd</sup> Floor  
1250 San Carlos Avenue, San Carlos, CA 94070

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

Members of the public may participate remotely via Zoom at

<https://us02web.zoom.us/j/86140080683?pwd=Us8SBvjTsUfnIPEhtrkxZg0NaNibin.1> or by entering Webinar ID: **861 4008 0683**, Passcode: **399219**, in the Zoom app for audio/visual capability or by calling 1-669-444-9171 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <https://www.caltrain.com/video-board-directors>.

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

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

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

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

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

**January 28, 2026 - Wednesday**

**3:30 pm**

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

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

1. Call to Order
2. Roll Call
3. Pledge of Allegiance / Safety Briefing
4. Public Comment on Items Not on the Agenda  
Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff to reply.
5. Approval of Meetings Minutes for September 24, 2025 Motion
6. Update on and Authorize Executive Director to Execute Amendment to Cooperative Agreement with the Santa Clara Valley Transportation Authority (VTA) for VTA's Bay Area Rapid Transit (BART) Silicon Valley Phase II Extension Program Motion
7. Receive State and Federal Legislative Update and Consider Position on Legislation: House of Representatives (H.R.) 3647 (Mullen) Motion
8. Receive Update on Diridon Program Long-Term Governance Informational
9. Receive Update on the Corridor Crossing Strategy Informational
10. Committee Member Requests
11. Date/Time of Next Regular AMP Committee Meeting: Wednesday, February 25, 2026 at 3:30 pm.  
The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.
12. Adjourn

## Information for the Public

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

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

### **Date and Time of Board and Committee Meetings**

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

### **Location of Meeting**

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

### **Public Comment\***

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

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

### **Accessible Public Meetings/Translation**

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

### **Availability of Public Records**

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

**Peninsula Corridor Joint Powers Board  
Advocacy and Major Projects (AMP) Committee  
1250 San Carlos Avenue, San Carlos, CA 94070  
DRAFT Minutes of September 24, 2025**

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

**Members Absent:** Jeff Gee

**Staff Present:** J. Baker, M. Bouchard, D. Chazen, C. Fromson, J. Harrison, M. Jones, L. Ko, L. Lumina-Hsu, D. Ryan, K. Uchida

**1. Call to Order**

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

**2. Roll Call**

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

**3. Pledge of Allegiance / Safety Briefing**

Chair Heminger led the Pledge of Allegiance.

**4. Public Comment on Items not on the Agenda**

Roland commented on the meeting audio.

**5. Approval of Meeting Minutes for August 27, 2025**

Motion/Second: Abe-Koga/Heminger

Ayes: Abe-Koga, Heminger

Noes: None

Absent: Gee

**6. Revised Long-Range Service Vision**

Melissa Jones, Deputy Director, Caltrain Policy Development, and Dahlia Chazen, Chief, Rail Planning, provided the presentation that included the following:

- Emphasis on “Core Service Vision,” expanded growth beyond Core Service Vision, implementation, and vision reaffirmation
- Updates to policy direction and functionality, costs, and plans/project feasibility
- Decade-long plan to align with 10-Year Strategic Financial Plan, Capital Improvement Plan, and Updated Long-Range Service Plan
- Long-term coordination of operating costs, demand, service, capital investment, costs and funding, and at-grade crossing impacts to support six-train per hour service

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

- Associated costs for expanded track accommodation and land redevelopment for revenue generation
- Expanded service considerations and compatibility with High-Speed Rail (HSR)
- Americans with Disabilities Act (ADA) and rider experience improvements; fare revenue capture; first-last mile connectivity; station activation; funding
- Service compatible with long-term infrastructure design, with Caltrain and HSR co-existing

Motion to amend to include ADA improvements, fare revenue capture, first/late mile solutions, sister agencies' collaboration, station activation, and private funding investments/Second: Abe-Koga/Heminger

Ayes: Abe-Koga, Heminger

Noes: None

Absent: Gee

#### Public Comment

Roland commented on the HSR hourly service and increased train capacity.

Adrian Brandt commented on HSR accommodations affecting Caltrain schedules.

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

Jason Baker, Director, Government and Communication Affairs; and Devon Ryan, Government Affairs Officer; Casey Fromson, Chief of Staff; Michael Galano, Government Relations Partner, Holland & Knight; and Joe O'Brien, Legislative Assistant, Holland & Knight; provided the presentation that included the following:

Federal

- Federal funding expires on September 30, 2025– 12 appropriation bills unlikely to pass before deadline
- Continuing resolution (CR) needed to avoid shutdown
- Federal Transportation Administration (FTA) and Federal Railroad Administration (FRA) funding and employment effects
- Surface Transportation Reauthorization progress and targeted concerns

State

- Passed bills: Senate Bill (SB) 30, SB 63, SB 71, SB 79, Assembly Bill (AB) 394, AB 476
- SB 63
  - Efficiency Review Requirement: two-phase review carried out by Metropolitan Transportation Commission (MTC), third-party consultant, and oversight committee
  - State Bridge Loan

- Cap-and-Invest Agreement 2045 extension under AB 1207 and SB 840
  - Three tier funding - tier 3 will receive distribution cuts if \$4.2 billion minimum is not met
  - No specific HSR bookend funds; however, Board has provided feedback on principles for projects

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

- Earmarks
- Revoked Department of Transportation (DOT) funding for HSR and related projects; State of California lawsuit

Public Comment

Roland commented on FRA funding distributions.

**8. Receive Update on San Francisco Railyards Project**

Kansai Uchida, Director, Systemwide Planning and Infrastructure; Genevieve Cadwalader, Vice President Investment Officer, Prologis; and Leigh Lutenski, Director of Development, San Francisco Office of Economic and Workforce Development; provided the presentation that included the following:

- Prologis, Caltrain, and The City and County of San Francisco heading project, partnering with other San Francisco and California agencies
- Near-term and long-term buildout to span over 30 years
- Public outreach: in-person workshops, site tours, railyards focus groups, station pop-ups
- Transit-Oriented Development (TOD) plans to incorporate housing, multi-use development, bicycle and pedestrian facilities, and parks and plaza space near the train station
- Design elements mimicking environment
- Upcoming project activities
- Caltrain-Prologis real estate partnership agreements

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

- Green streets for in-office attendance and urban development
- Long-term usage and needs capacity
- Near-term and long-term timeline
- Building flexibility and zoning for housing and office space

Public Comment

Roland commented on transit hub service constraints, phasing accommodations, and private sector involvement.

Adrian Brandt commented on service capacity maintenance, phase design, and storage.

**9. Committee Member Requests** - There were none.

**10. Date/Time of Next Regular AMP Committee Meeting:** Wednesday, October 29, 2025, at 3:30 pm.

**11. Adjourn** - The meeting adjourned at 5:11 pm.

DRAFT

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Advocacy and Major Projects (AMP) Committee  
Through: Michelle Bouchard, Executive Director  
From: Dahlia Chazan, Chief, Caltrain Planning  
For: February 2026 JPB Board of Directors Meeting  
Subject: **Update on and Authorize Executive Director to Execute Amendment to  
Cooperative Agreement with the Santa Clara Valley Transportation Authority  
(VTA) for VTA's Bay Area Rapid Transit (BART) Silicon Valley Phase II Extension  
Program**

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

**Purpose and Recommended Action**

Santa Clara Valley Transportation Authority's (VTA) Bay Area Rapid Transit (BART) Silicon Valley Phase II Extension Project (BSVII Project) is the second phase of a larger program VTA undertook to extend BART service into Santa Clara County. The BSVII Project is a six-mile extension of the regional BART system from Berryessa/North San José Station to the City of Santa Clara, with a maintenance facility and four stations, connecting to Caltrain at Santa Clara and Diridon Station. VTA estimates the project will serve 55,000 weekday riders, providing a fast and convenient transit option and improving connections to other regional transit services.

Caltrain and BSVII interact near Caltrain's Santa Clara Station, Newhall Yard, and at Caltrain's Diridon Station. VTA and the Peninsula Corridor Joint Powers Board (JPB) entered into a Cooperative Agreement related to VTA's BVSII Extension Program in October 2020. The agreement set forth general provisions for interaction, consultation, and cooperation between VTA and the Peninsula Corridor Joint Powers Board (JPB) for design review associated with the BSVII Project's impacts to JPB Infrastructure and Operations. The agreement was primarily focused on design review and provided a framework for ongoing interaction between VTA and JPB including future agreements relating to property rights, operations, and maintenance. JPB is committed to coordinating with VTA to provide partnership and consultation throughout the BSVII Project to help advance this important regional transit initiative. JPB also has an interest in preserving the agency's current and future interests and assets.

JPB provides review and oversight of the project's design and construction plans as well as on-site personnel for safety purposes such as watchmen. VTA previously allocated and compensated JPB \$800,000 for costs arising from JPB's work in support of the Program. The amendment is necessary to ensure continued compensation for future costs arising from JPB's work in support of the Program.

This amendment (Attachment A) covers any and all construction work (current and future) occurring in support of the BSVII program within the Newhall Yard and West Portal project area (shown in Exhibit C – “Project Area,” from the Cooperative Agreement Amendment). The Newhall Yard and Maintenance Facility allows for end-of-line maintenance and storage of BART vehicles. The West Portal is where the BART trains will enter and exit the underground tunnel. All the work within the Newhall Yard and West Portal project area is adjacent to Caltrain’s tracks and the Santa Clara Station.

The Cooperative Agreement Amendment:

- Specifically covers construction-related coordination near the Santa Clara Station/BSV Newhall Yard
- Ensures Caltrain assets are protected against construction-related impacts
- Amends payment structure for simplicity and to accommodate construction-related expenses
  - VTA will provide funds on a rolling basis, maintaining a balance for JPB’s continued work
  - If the balance reaches below a threshold amount, JPB will not be required to perform work until funds are replenished

Therefore, staff recommends that the Board of the JPB authorize the JPB Executive Director to execute the Amendment to the Cooperative Agreement with the Santa Clara Valley Transportation Authority for VTA’s BART Silicon Valley Phase II Extension Program.

### **Discussion**

This item is meant to provide the JPB Board of Directors (Board) with an update and overview of VTA’s BART Silicon Valley Phase II Extension Program. Staff last presented information about this project to the Board in 2020. Since then, JPB has coordinated on design review for the Site Specific Work Plan, as well as track monitoring for Caltrain’s mainline tracks, and the Santa Clara drill track. The project began construction in Spring 2024 and JPB continued its design review of project monitoring and mitigation plans and began conducting regular site visits. At the end of 2025, crews worked to construct and secure the underground support walls that form the structural backbone of the site needed for the next phase of excavation.

JPB coordinates with VTA, providing design and construction plan review as well as on-site personnel including watchmen. JPB’s coordination work has increased since construction started. VTA and JPB agreed an amendment is necessary to align with the current coordination needs for the construction in the Project Area shown in Exhibit C. The amendment updates the agreement’s general commitments. It provides details on JPB’s review of construction submittals, construction observer and required coordination, mitigation procedures, and

simplifies payment terms. The amendment also added Partnering to the Resolutions and Disputes Section and updated the resolution of disputes terms, clarifies contact information and notice procedures, and outlines the need for subsequent agreements.

**Budget Impact**

The Cooperative Agreement Amendment provides a continuation of VTA funding for Caltrain's work on the BVS Phase II Extension Program. VTA will provide JPB with funds on a rolling basis, maintaining a balance and replenishing as needed for continued JPB work. If the balance goes below \$75,000, JPB will not be required to perform work until the balance is at least \$200,000.

Prepared By: Hannah Greenberg      Planner

01/12/2026

## Amendment No. 1

To

**Cooperative Agreement  
Between Santa Clara Valley Transportation Authority  
And Peninsula Corridor Joint Powers Board  
Relating to VTA's BART Silicon Valley Phase II Extension Program**

THIS AMENDMENT amends the Cooperative Agreement (“Agreement”), effective October 30, 2020, by and between the Clara Valley Transportation Authority (“VTA”) and the Peninsula Corridor Joint Powers Board (“JPB”), collectively, the Parties.

WHEREAS, VTA intends to construct an extension of the Bay Area Rapid Transit (“BART”) system rail line within Santa Clara County, under the program entitled VTA’s BART Silicon Valley Phase II Extension Program (“Program”), as defined in the Agreement;

WHEREAS, section 13 of the Agreement provides that (i) the Agreement may be amended by mutual consent of the Parties to address unforeseen developments during the period of design or construction of the Program and (ii) the Parties agree to negotiate in good faith to reach agreement on any amendments that may be necessary to fully effectuate the Parties’ respective intentions in entering into the Agreement;

WHEREAS, this Amendment covers any and all construction work (current and future) occurring in support of the BSVII program as described in the geographical footprint, as indicated in Exhibit C (“Project Area”);

WHEREAS, the Parties acknowledge that any construction in the Project Area will be a complex effort in a complicated location, and it is anticipated that the excavation, boring, and all other construction activities may result in vibrations, soil settlement, and other disturbances that may cause direct or indirect impacts (“Impacts”) on JPB Infrastructure and Operations, as defined in the Agreement;

WHEREAS, JPB agrees to cooperate with VTA on the construction in the Project Area and VTA agrees to reimburse JPB for all costs and expenses incurred by JPB in connection therewith, all in accordance with the Agreement and this Amendment;

NOW THEREFORE, the Parties agree to amend the Agreement as follows:

1. Section 4, General Commitments, is replaced and amended as follows:

- A. The Parties will meet and confer with one another to (i) identify and mitigate, to JPB’s reasonable satisfaction, the Impacts; (ii) establish protocols and time frames for reviewing and approving design and construction submittal packages; and (iii) establish such other procedures and protocols as may be necessary to reduce the likelihood or

impact of Program delays, to the extent feasible for JPB.

B. VTA agrees that VTA will design and construct the Program in such a way that current and potential rail capacity and the physical integrity of JPB Infrastructure is preserved. VTA shall not do or permit anything that will or may obstruct, endanger, interfere with, or hinder maintenance of JPB Infrastructure and Operations.

C. The provisions of this Section 4 apply only to the Program and do not apply to or in any way affect other VTA projects or programs, JPB projects or programs, or other agreements between the Parties unrelated to the Program, unless otherwise set forth in writing by the Parties.

2. Section 5, Mitigation of Impacts to JPB Infrastructure and Operations, is amended by adding Paragraph J, K, and L as follows:

**J. JPB Review of Construction Submittals.**

1. The existing biweekly BSVII-JPB-UPRR Engineering and Construction meeting shall be expanded to include the Caltrain BSV Coordination Project Manager and the JPB Assistant Manager of Rail Operations as participants, to ensure all non-emergency requests regarding JPB Infrastructure and Operations, including requests regarding storage and train movements, are made at least two weeks in advance.
2. VTA shall provide the materials and agenda for each meeting at least two business days before the meeting. VTA shall specifically note on an agenda whenever VTA believes there will be issues related to JPB Infrastructure and Operations to discuss.
3. At each meeting, the Parties shall review a three-month look-ahead schedule, with updates provided bi-weekly, to identify upcoming issues that may impact JPB Infrastructure and Operations and to determine if such issues can be adequately addressed with a Site Specific Work Plan or other technical submittal, or under the 2025 Agreement between VTA and Union Pacific Railroad, that would allow construction next to occupied tracks. If such issues cannot be so resolved, the Parties shall make a mutually agreeable plan to address them. If such a plan requires JPB action, VTA is responsible for all of JPB's costs. If the Parties cannot agree on a plan, the dispute resolution procedures of Section 9 shall apply.
4. VTA shall promptly provide JPB with copies of all construction submittals that may impact JPB Infrastructure and Operations that VTA receives from its contractors. JPB shall review construction submittals within 21 days and requests for information (RFIs) within 14 days, measured from JPB's receipt of

a complete package; however, a reduced timeframe can be established for specific submittals or RFIs by mutual agreement. JPB may return incomplete submittals or RFIs without reviewing them within 5 business days of the receipt of the submittal or RFIs.

5. VTA shall share with JPB a planned submittal list including planned dates by which the submittals are made, to help the Parties plan for the reviews accordingly. The submittal list shall be updated as VTA receives updates from its contractors.
6. VTA and JPB shall follow the latest version of JPB's Site Specific Work Plan Policies and Procedures, which is publicly available on JPB's website (<https://www.caltrain.com/media/24947/download?agency=Caltrain>), for submittal and review of all Site Specific Work Plans.
7. JPB shall provide embedded staff to support VTA's construction efforts in the Project Area. The specific amount of time per week and the location of such staff shall be subject to mutual agreement; however, at minimum, the embedded staff shall attend the BSVII-JPB-UPRR Engineering and Construction meeting.
8. VTA shall not begin any construction for the Program within or in proximity to JPB property, until JPB has reviewed VTA's relevant construction submittals in accordance with this agreement.

**K. Construction Observer and Required Coordination.**

1. JPB shall have the right to observe construction of any portion of the Program adjacent to, in proximity to, or requiring access to JPB's right-of-way which is reasonably likely to cause any Impacts upon, under, or with respect to JPB infrastructure and Operations, and may hire a firm to observe construction on its behalf at VTA's sole cost and expense. The construction observers will not direct or control construction activities. VTA shall promptly respond in writing with a proposed course of action after receiving a complaint or concern from a construction observer that work is being done in a manner that is inconsistent with the approved construction submittals or plans. Notwithstanding anything to the contrary contained herein, JPB construction observers will have the authority to stop affected work immediately for reasons related to safety of JPB Infrastructure and Operations or JPB's employees, contractors or agents. By using a construction observer, JPB assumes no responsibility or liability for the quality of materials or workmanship, for conformity of work to the approved construction submittals or plans, or for the acts or omissions of VTA, VTA's contractors, or anyone retained by or acting on behalf of VTA or its contractors.

2. MT2, MT3, the Drill Track, and the Set-Out Track as shown in Exhibit D, are to be assumed as active and rail traffic over these facilities shall be maintained throughout the Program. JPB traffic, operations, or storage can occur continuously throughout the day and night on these tracks and VTA shall coordinate and schedule its work so that construction activities do not interfere with JPB Infrastructure and Operations. VTA or its Contractor shall submit to JPB a proposal consistent with the approved construction submittals or plans in accordance with the timelines in the latest version of JPB's Site Specific Work Plan Policies and Procedures. The proposal shall include, without limitation, a description of the activities proposed to be undertaken by VTA or its Contractor, a description of any equipment or activities likely to create or exacerbate Impacts on JPB Infrastructure and Operations, how long the activities are expected, and contact information for the project manager(s) responsible for the scope of work covered by the proposal. JPB and VTA or its Contractor, or their respective representatives, shall hold regular coordination meetings to review the proposal provided by VTA and discuss any known Impacts to JPB Infrastructure and Operations.
3. For JPB to ensure staffing capacity, VTA, in the three-month look-ahead schedule required by Section 5(J)(3), shall provide at least thirty days notice in advance of any change in watchmen needs. Even if sufficient notice is provided, Caltrain cannot guarantee watchmen availability. Alternatively, if VTA prefers to have watchmen on demand, VTA shall pay JPB to contract for such capacity.

#### L. Mitigation Procedures

1. If VTA or its Contractor, in the performance of Program work, damages JPB Infrastructure or JPB determines in its sole discretion that any JPB Infrastructure needs to be repaired, restored or replaced as a result of the Program or the Impacts anticipated to be caused thereby, irrespective of when such damage occurs, JPB shall have the right to immediately repair, replace or restore JPB Infrastructure to substantially the same condition as existed before the Program work commenced. It is expressly acknowledged and agreed between JPB and VTA that any, adverse impact, settlement, or damage of any kind to JPB Infrastructure, and resulting work which JPB determines is necessary or appropriate to repair or otherwise mitigate such adverse impact, settlement, or damage shall be presumed to have been caused by the work on the Program and subject to mitigation at VTA's cost, irrespective of whether ordinary wear and tear could have contributed to the adverse impact, settlement, damage or condition at issue. Provided, however, VTA may rebut such presumption only by demonstrating to JPB that work on the Program did not cause (partially or entirely) such adverse impact, settlement, or damage. Such evidence presented by VTA must be acceptable to JPB, in JPB's reasonable judgment. In the event VTA rebuts the presumption in this manner, VTA shall not be responsible for the costs of such mitigation. All costs incurred by JPB in repairing, restoring or replacing JPB Infrastructure in connection with the Program Impacts ("Restoration Costs") shall be payable by VTA separately or treated as Support Costs.

2. VTA acknowledges that conditions inherent in repairing, restoring or replacing JPB Infrastructure may delay the complete stabilization of JPB's trackage, overhead catenary system, or other infrastructure, which may take over 5 years. JPB's operation over such areas during this seasoning period may impose additional maintenance costs in the event of caving, sliding, slipping, sinking or settling, including, without limitation, damage to protective work in connection therewith, as well as settlement and consolidation of tracks and ballast, until such seasoning period is complete. Therefore, the Restoration Costs shall include, without limitation, all that part of the cost and expense of the required maintenance (hereinafter referred to as "Deferred Seasoning") that can be attributed to the partial or complete failure of subgrade, settlement, and consolidation of subballast, or roadbed, or any combination thereof by the Project, which is incurred during the period commencing immediately following completion of any repair, restoration or replacement of JPB Infrastructure for which VTA is responsible hereunder and ending 5 years thereafter. The Deferred Seasoning costs aforesaid shall include reimbursement of the extra cost, in excess of routine maintenance costs, of maintaining subgrade and that portion of said tracks above subgrade in accordance with acceptable maintenance standards, and will include cost of maintaining proper alignment, proper surface and use of ballast and other necessary materials. The work of such Deferred Seasoning repair shall normally be performed through a responsible contractor employed by JPB.
3. Section 6, Payment Terms, is amended by deleting the section and replacing it as follows:

### **Section 6. Payment Terms**

- A. The Parties acknowledge that VTA previously allocated and reimbursed JPB \$800,000 for costs arising from JPB's work in support of the Program and that JPB will incur the following future costs arising from its work in support of the Program ("Support Costs"). All Support Costs will be reimbursed by VTA to JPB subject to the following terms and conditions:
  1. In no event shall JPB be required to front or finance the Support Costs, which consist of work performed by JPB staff and/or JPB consultants.
  2. VTA shall pay for all actual Support Costs incurred by JPB and/or JPB consultants.
  3. JPB shall provide VTA with monthly documentation of expenditures drawn from the account, including auditable documentation of the costs. JPB will also provide a forecast for next month expenditures to VTA. Documentation shall be in PDF format and submitted electronically to VTA Staff.
  4. Support Costs include, but are not limited to, the following:

- a. Reasonable costs incurred from developing technical standards when JPB has no existing standards to address work associated with the Program, provided that JPB has obtained prior concurrence from VTA that such standards are necessary for the Program and the Parties have agreed upon a not-to-exceed value for such costs;
- b. Reasonable costs incurred by JPB for any of its work under Section 5 above, such as for regular or expedited review of design and construction submittals, for flagging and inspection costs, and any other work related to mitigation, repair, restoration, or replacement of JPB Infrastructure;
- c. Costs associated with JPB maintenance of any Program element, such as providing maintenance instructions, spare parts, and training; and
- d. Additional or unanticipated costs associated with unforeseen differing site conditions, unless such costs are related to a “betterment” as to be defined by the Parties under Section 5(I), above).

B. JPB shall notify VTA when the balance of the drawdown account is below \$200,000, at which time VTA shall deposit additional funds within 30 days to bring the balance of the account to at least \$400,000. When determining whether the balance is less than \$200,000, funds in the account not yet withdrawn or spent but already earmarked by JPB for future expenses shall be deducted from the account balance.

C. If at any time the balance is below \$75,000, JPB will not be required to perform any work in support of the Program and any agreed-to deadline shall be suspended until the balance is at least \$200,000. When determining whether the balance is below \$75,000, funds in the account not yet withdrawn or spent but already encumbered by JPB for future expenses shall be deducted from the account balance and be provided to VTA as part of the documentation stated in Section 6.A.3 above.

D. JPB shall refund any unused funds from the final allocation to VTA.

4. Section 9, Resolution of Disputes, is amended by deleting the section and replacing it as follows:

## **Section 9. Partnering and Resolution of Disputes**

A. Partnering.

The Parties agree to participate in joint partnering sessions, focused on:

1. Interests. Defining common interests via the Parties' respective purposes, missions, and goals for the Program.

2. Goals. Creating a common set of goals for the Program that reflect the interests of both Parties.
3. Communication. Establishing a communication framework for disciplined, timely, and productive discussions over the course of the Program.

VTA agrees to cover the costs of partnering sessions, including without limitation on staffing and hosting costs. The Parties will alternate hosting partnership sessions.

**B. Resolution of Disputes.**

1. The following procedures apply to any dispute about construction arising out of, relating to, or in connection with this Agreement:
  - a. If the Parties cannot agree on a plan of action under Section 9 A, or if an emergency request of Caltrain is identified, the dispute shall be escalated to the BSVII Director of Construction and Caltrain Project Manager within 2 hours.
  - b. If the Director of Construction and Caltrain Project Manager cannot agree on a resolution, the dispute shall be escalated to the VTA Chief Megaprojects Officer and Chief, Caltrain Planning, within 24 hours or the beginning of the next business day. If the Chief Megaprojects Officer or Chief, Caltrain Planning, are unavailable, the dispute shall be escalated to whomever has their signature and approval authority.
  - c. If the VTA Chief Megaprojects Officer and Chief, Caltrain Planning (or those with their signature and approval authority) cannot agree on a resolution, the dispute shall be escalated to the VTA General Manager and Caltrain Executive Director within 24 hours or the beginning of the next business day.
  - d. If the VTA General Manager and Caltrain Executive Director cannot agree on a resolution, either Party may, after providing written notice to the other Party, initiate a mediation to resolve the dispute. The Parties must mutually agree on the mediator. Except as otherwise provided herein, neither Party may initiate litigation of a dispute until the earlier of 120 days after the commencement of initial discussions or until at least one mediation session has been conducted. California Evidence Code § 1115 *et seq.* relating to mediation and §§ 1152 and 1154 regarding the inadmissibility of certain evidence will apply to any mediation between the Parties.

2. The following procedures apply after to all other disputes arising out of, relating to, or in connection with this Agreement:
  - a. The Party desiring to pursue a dispute will give the other Party at least 14 days' written notice, stating in detail the basis of the dispute.
  - b. Within five business days after delivery of the written notice, JPB's Chief, Caltrain Planning, and VTA's Chief Megaprojects Officer (or those with their signature and approval authority) shall meet at a mutually acceptable time and place, and thereafter as often as they reasonably deem necessary, to exchange information and attempt in good faith to promptly resolve the dispute.
  - c. If the VTA Chief Megaprojects Officer and Chief, Caltrain Planning (or those with their signature and approval authority) cannot agree on a resolution, the dispute shall be escalated to the VTA General Manager and Caltrain Executive Director within two business days.
  - d. If the VTA General Manager and Caltrain Executive Director cannot agree on a resolution, either Party may, after providing written notice to the other Party, initiate a mediation to resolve the dispute. The Parties must mutually agree on the mediator. Except as otherwise provided herein, neither Party may initiate litigation of a dispute until the earlier of 120 days after the commencement of initial discussions or until at least one mediation session has been conducted. California Evidence Code § 1115 *et seq.* relating to mediation and §§ 1152 and 1154 regarding the inadmissibility of certain evidence will apply to any mediation between the Parties.
3. Notwithstanding the foregoing provisions, a Party may seek a preliminary injunction or other provisional judicial remedy or commence litigation if that Party believes in good faith that such injunction, provisional judicial remedy, or litigation is necessary to prevent or mitigate (i) irreparable damage, (ii) a loss of or injury to life or property, or (iii) the disruption of essential public services.
4. Each Party is required to continue to perform its obligations under this Agreement or any subsequent cooperative agreement pending final resolution of any dispute arising out of or relating to this Agreement or any subsequent cooperative agreement.
5. Section 11, Notices, is amended by deleting the section and replacing it as follows:

## Section 11. NOTICES

All notices required hereunder must be given in writing, addressed to VTA or JPB as set forth below, and delivered by (i) certified mail, return receipt required, postage prepaid, (ii) courier service, or (iii) hand (including messenger or recognized delivery, courier, or air express service). Notices will be effective upon receipt at the following addresses:

To VTA: Santa Clara Valley Transportation Authority 3331 North First Street, Building A

San José, CA 95134-1927

Attention: Chief Megaprojects Officer

Phone: 408-464-7832

To JPB: Peninsula Corridor Joint Powers Board

1250 San Carlos Avenue

San Carlos, CA 94070-1306

Attention: Chief, Caltrain Planning

Phone: 650-730-8858

6. The Agreement is amended by adding Section 23 as follows:

## Section 23. Subsequent Agreements

- A. The Parties shall negotiate in good faith subsequent agreement(s) related to the Program, including a property transfer agreement, an operating and maintenance agreement, rights of entry for each VTA contractor that intends to enter the JPB right of way, easements for VTA to construct under JPB property, and a temporary construction easement at Diridon Station. VTA will work closely with JPB to identify effects on JPB Infrastructure and Operations to help JPB gain a full understanding of the resources required and the agreements needed to support the Program.
- B. This Amendment does not address issues regarding the movement of tracks as part of the reconstruction of Santa Clara Station; parcels that VTA must purchase; or any maintenance requirement for infrastructure at the intermodal bus transfer facility at Diridon Station. The Parties agree to work together to resolve these issues through subsequent agreement(s) within one year of the effective date of Amendment No. 1.
- C. The Agreement and Amendment No. 1 do not apply to any construction-related activities that VTA intends to pursue outside the Project Area that may cause Impacts upon, under, or with respect to JPB Infrastructure and Operations. Before VTA initiates such activities, JPB and VTA shall work on and agree to an additional amendment to this Agreement or a new agreement.

# ATTACHMENT A

Item #6.  
1/28/2026

7. Except for those changes expressly specified in this Amendment, all other provisions, requirements, conditions, definitions, and sections of the underlying Agreement shall remain in full force and effect.

8. This Amendment shall be effective on \_\_\_\_.

DRAFT

# ATTACHMENT A

Item #6.  
1/28/2026

IN WITNESS WHEREOF, the Parties have executed the Agreement by their duly authorized representatives.

**Peninsula Corridor Joint Powers  
Board**

Michelle Bouchard  
Executive Director

---

Date

---

APPROVED AS TO FORM:  
James Harrison  
General Counsel

---

Date

---

**Santa Clara Valley Transportation  
Authority**

Carolyn Gonot  
General Manager/CEO

---

Date

---

APPROVED AS TO FORM:  
Ed Moran  
General Deputy Counsel

---

Date

---

EXHIBIT C

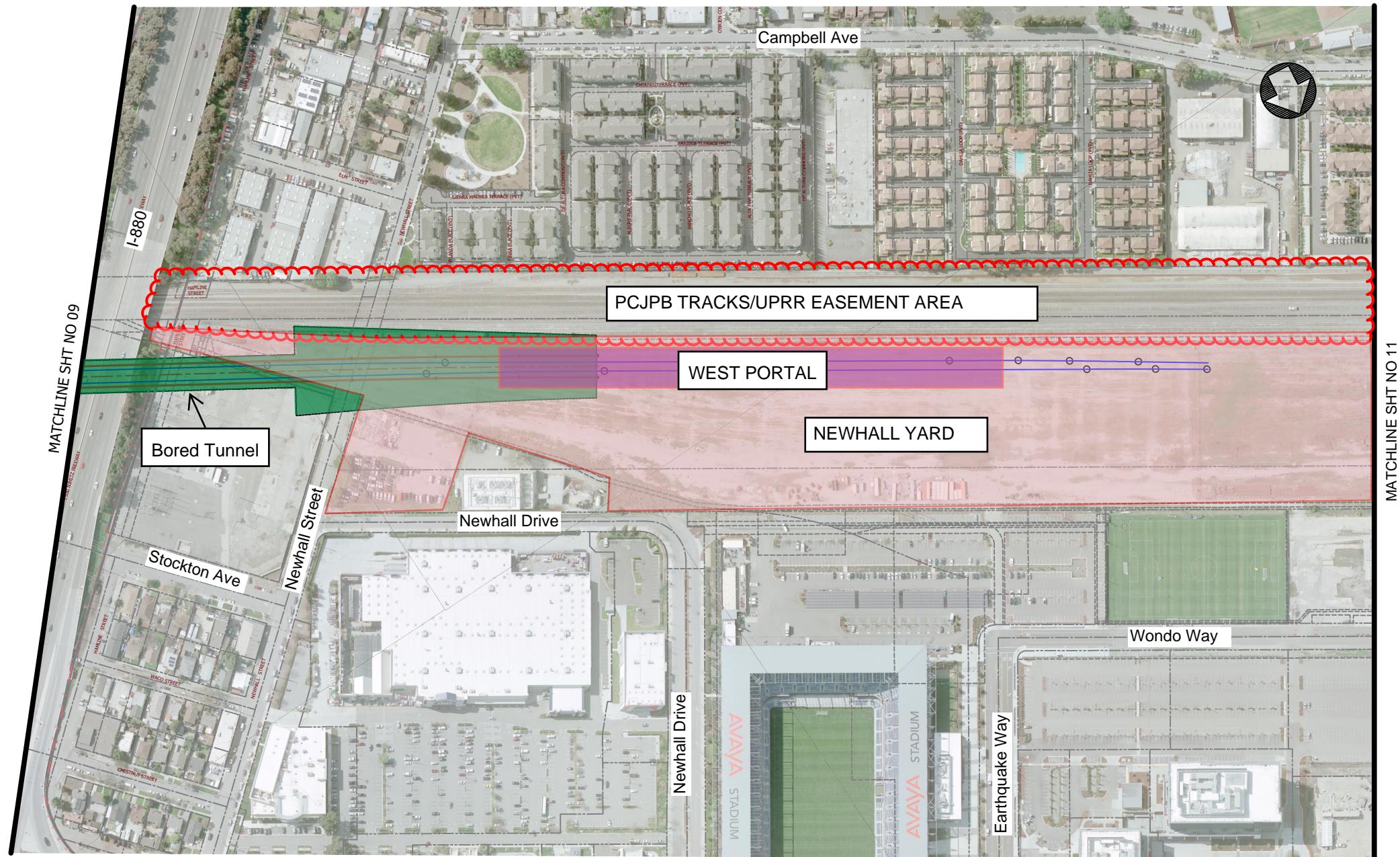
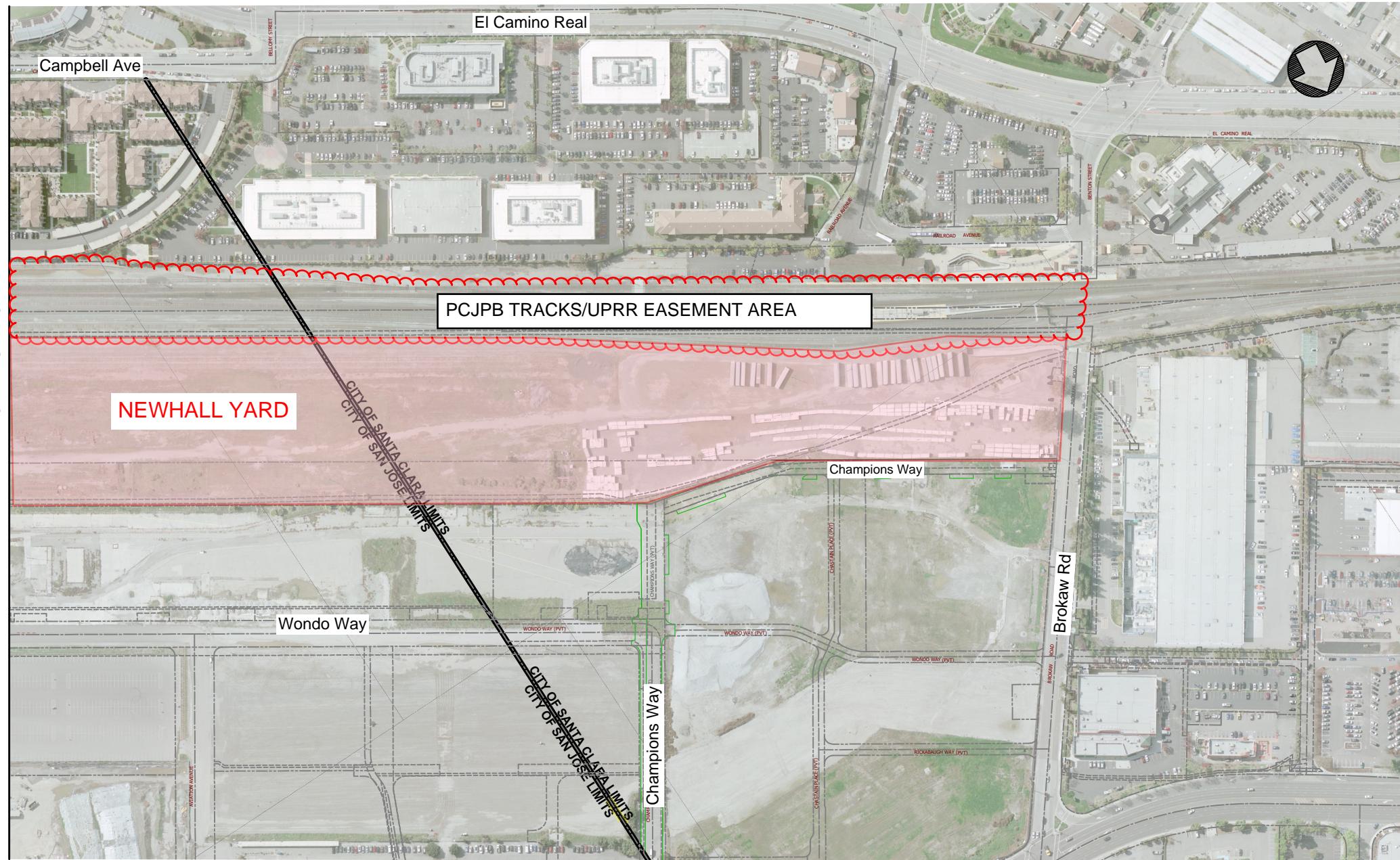
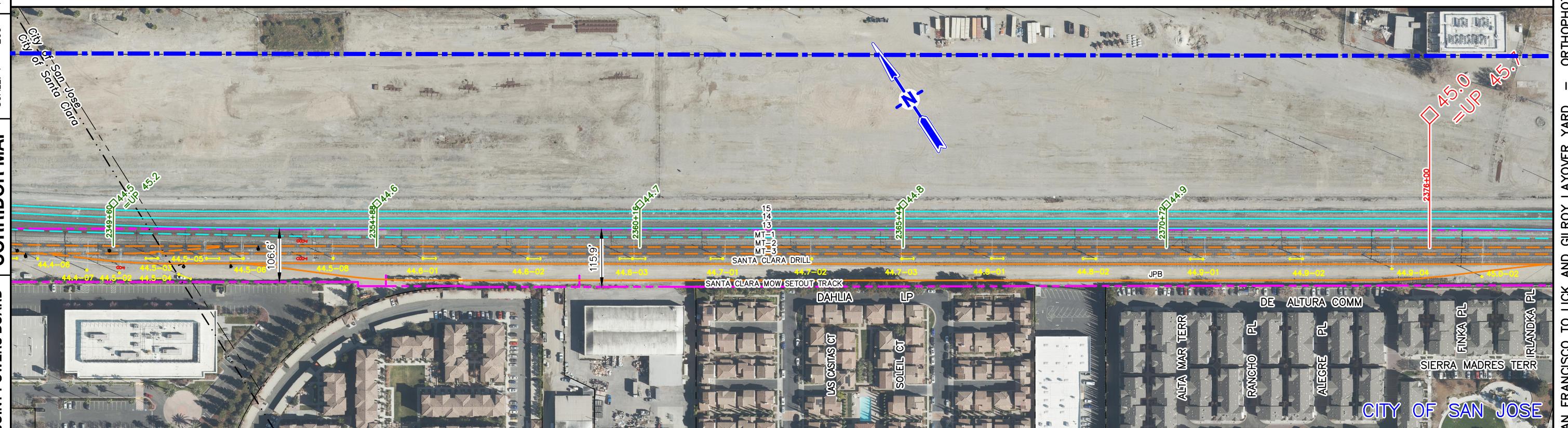
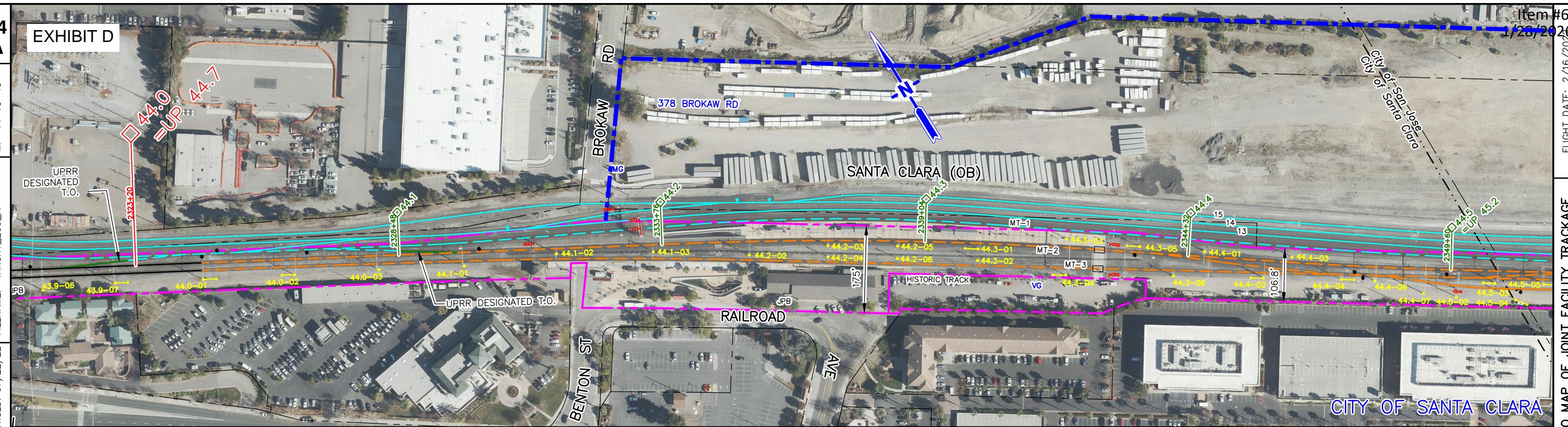


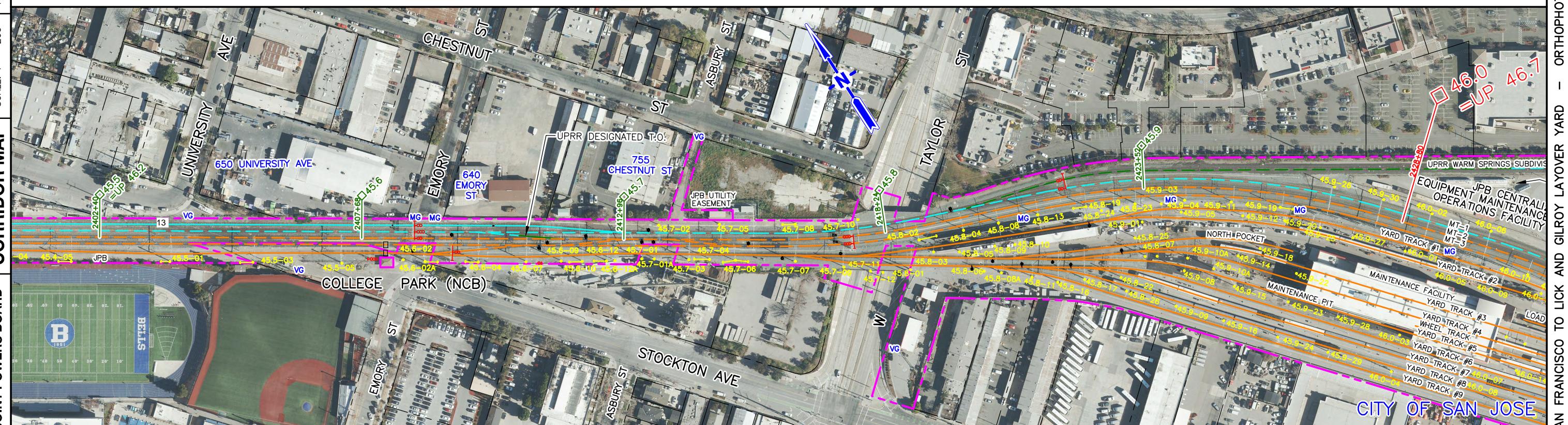
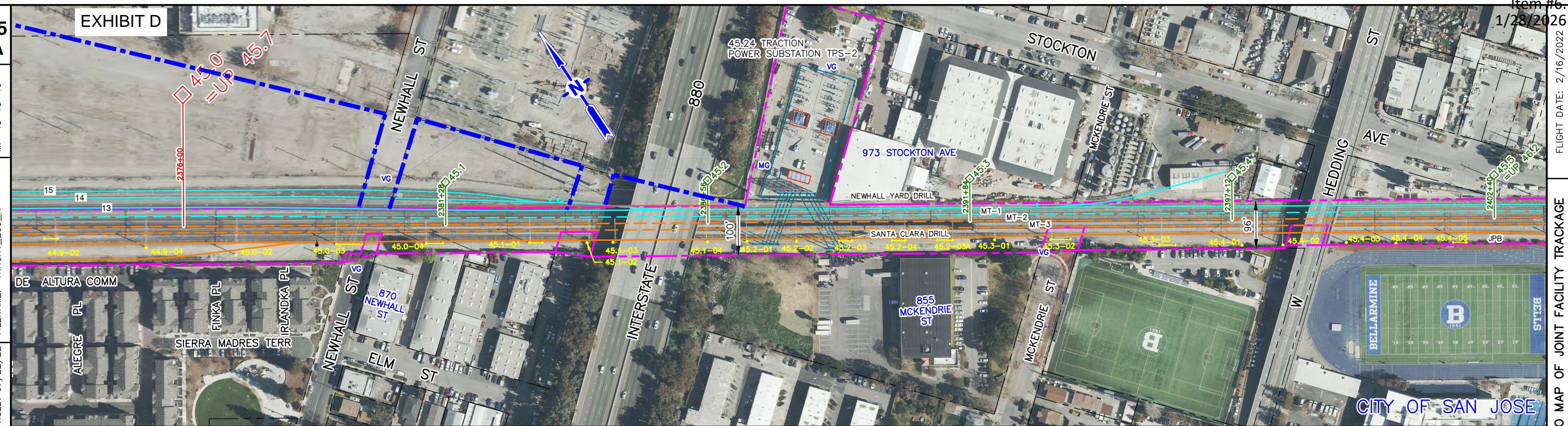
EXHIBIT C





SOLID BLACK		JPB/UPRR PENINSULA MAIN LINE SHARED TRACKAGE FROM SAN FRANCISCO TO SANTA CLARA (CP COAST) LOCATED ON JPB RIGHT-OF-WAY. JPB OWNS THE TRACKAGE. JPB AND ITS CONTRACTOR(S) PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE, AND CAPITAL IMPROVEMENTS. ANNUAL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE COSTS SHARED BETWEEN THE JPB AND UPRR AT AN APPROXIMATE RATIO OF 96% JPB AND 4% UPRR. JPB PAYS FOR ALL EXCLUSIVE PASSENGER TRACKAGE AND STATION RELATED CAPITAL IMPROVEMENTS. UPRR PAYS FOR ALL EXCLUSIVE FREIGHT AND INTER-CITY PASSENGER RELATED IMPROVEMENTS INCLUDING TURNOUTS OFF THE MAIN TRACK TO UPRR DESIGNATED FREIGHT YARDS AND INDUSTRY TRACKS.	ORDINARY AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS. ANNUAL TRACK, SIGNAL, BRIDGE ORDINARY AND CAPITAL MAINTENANCE COSTS ARE CURRENTLY THE RESPONSIBILITY OF THE JPB. UPRR PAYS FOR ALL EXCLUSIVELY FREIGHT AND INTER-CITY PASSENGER RELATED CAPITAL IMPROVEMENTS INCLUDING TURNOUTS OF THE MAIN TRACK TO UPRR DESIGNATED FREIGHT YARDS AND INDUSTRY TRACKS.	CONTRACTOR(S) PERFORMS THE SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS. ANNUAL TRACK COSTS ARE THE RESPONSIBILITY OF THE UPRR AND SIGNAL AND BRIDGE COSTS ARE THE RESPONSIBILITY OF JPB. UPRR PAYS FOR ALL EXCLUSIVELY FREIGHT AND INTER-CITY PASSENGER RELATED CAPITAL IMPROVEMENTS INCLUDING TURNOUTS OFF THE MAIN TRACK TO UPRR DESIGNATED FREIGHT YARDS AND INDUSTRY TRACKS.	RIGHT OF WAY	LEGEND
SOLID BLUE		UPRR EXCLUSIVE FREIGHT TRACKAGE ON UPRR OR UPRR RAIL SERVED INDUSTRY RIGHT-OF-WAY (OFF JPB RIGHT-OF-WAY). UPRR OR THE INDUSTRY OWNS AND PERFORMS ALL TRACK, SIGNAL, BRIDGE ORDINARY, CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS AND UPRR IS RESPONSIBLE FOR THE COSTS OF THE MAINTENANCE AND IMPROVEMENT WORK. FROM LICK TO GILROY JPB AND VTA PAYS A PORTION OF THE MAINTENANCE AND CAPITAL MAINTENANCE COSTS AND ALL PASSENGER RELATED CAPITAL IMPROVEMENT COST.	UPRR DESIGNATED FREIGHT TRACKAGE LOCATED ON JPB RIGHT-OF-WAY. JPB OWNS THE TRACKAGE AND JPB AND ITS CONTRACTOR(S) PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE, AND CAPITAL IMPROVEMENTS. ALL COSTS ARE THE RESPONSIBILITY OF UPRR.	UPRR DESIGNATED FREIGHT TRACKAGE LOCATED ON JPB RIGHT-OF-WAY. JPB OWNS THE TRACKAGE AND JPB AND ITS CONTRACTOR(S) PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE, AND CAPITAL IMPROVEMENTS. ALL COSTS ARE THE RESPONSIBILITY OF UPRR.		
SOLID ORANGE		JPB EXCLUSIVE TRACKAGE ON JPB RIGHT-OF-WAY. JPB OWNS THE TRACKAGE AND JPB AND ITS CONTRACTOR(S) PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS AND JPB IS RESPONSIBLE FOR THE COSTS OF THE MAINTENANCE AND IMPROVEMENT WORK.	UPRR INDUSTRY TRACKAGE ON JPB RIGHT-OF-WAY. THE INDUSTRY OR UPRR OWNS THE TRACK AND PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS AND IS RESPONSIBLE FOR THE COSTS OF THE MAINTENANCE OR CAPITAL IMPROVEMENT WORK.	UPPR INDUSTRY TRACKAGE ON JPB RIGHT-OF-WAY. THE INDUSTRY OR UPRR OWNS THE TRACK AND PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS AND IS RESPONSIBLE FOR THE COSTS OF THE MAINTENANCE OR CAPITAL IMPROVEMENT WORK.		
DASHED BLUE		DASHED ORIGINALLY UPRR "EXCLUSIVE NEW COAST MAIN TRACKAGE" FROM SANTA CLARA TO LICK CONSISTING OF THE NO. 1 TRACK AND THE CAHILL/LICK LINE LOCATED ON JPB RIGHT-OF-WAY. NOW SHARED OR "PAIRED TRACKAGE". UPRR OWNS THE TRACK (RAILS, TIES, BALLAST) AND JPB OWNS THE REMAINDER OF THE TRACKAGE (BELOW THE BALLAST). UPRR PERFORMS THE ORDINARY AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS ON THE TRACK AND JPB AND ITS CONTRACTOR(S) PERFORMS ALL OF THE TRACK, SIGNAL AND BRIDGE	SOLID UPRR OR JPB TRACKAGE ON JPB, UPRR OR RAIL INDUSTRY PROPERTY WHICH HAS BEEN OUT OF SERVICE FOR MORE THAN 3 YEARS AND IS ASSUMED TO BE ABANDONED OR RETIRED IN PLACE.	SOLID UPRR OR JPB TRACKAGE ON JPB, UPRR OR RAIL INDUSTRY PROPERTY WHICH HAS BEEN OUT OF SERVICE FOR MORE THAN 3 YEARS AND IS ASSUMED TO BE ABANDONED OR RETIRED IN PLACE.		
DASHED ORANGE		DASHED ORIGINALLY JPB "EXCLUSIVE TRACKAGE" ON THE SANTA CLARA TO LICK LINE LOCATED ON JPB RIGHT-OF-WAY. NOW SHARED OR "PAIRED TRACKAGE". JPB OWNS THE TRACKAGE AND JPB AND ITS CONTRACTOR(S) PERFORMS ALL OF THE TRACK, SIGNAL AND BRIDGE				
						GRAPHIC SCALE: 1"=200'

NO WARRANTIES, EXPRESS OR IMPLIED, ARE MADE TO THE USER WITH RESPECT TO PRINTED OR ELECTRONIC COPIES OF THIS DOCUMENT AND ANY RELATED DOCUMENTS, INCLUDING ANY IMPLIED WARRANTIES REGARDING MERCHANTABILITY OR FITNESS FOR ANY SPECIFIC PURPOSE. USER ACKNOWLEDGES THAT THE USE OF THIS DOCUMENT IS UNDERTAKEN AT USER'S OWN RISK, AND THAT THIS DOCUMENT IS PROVIDED "AS IS". NOTE: RIGHT-OF-WAY INFORMATION UPDATED PER ELECTRIFICATION PROJECT. NO LICENSE TO ANY INTELLECTUAL PROPERTY RIGHT, EXPRESS OR IMPLIED BY ESTOPPEL OR OTHERWISE, IS GRANTED BY OR UNDER THIS DOCUMENT. RIGHT OF WAY BOUNDARIES SHOWN IN THIS DOCUMENT ARE SCHEMATIC ONLY AND ARE NOT INTENDED FOR PURPOSES OF CONSTRUCTION.



SOLID JPB/UPRR PENINSULA MAIN LINE SHARED TRACKAGE FROM SAN FRANCISCO TO SANTA CLARA COAST) LOCATED ON JPB RIGHT-OF-WAY. JPB OWNS THE TRACKAGE. JPB AND ITS CONTRACTOR PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE, AND CAPITAL IMPROVEMENTS. ANNUAL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE IS SHARED BETWEEN THE JPB AND UPRR AT AN APPROXIMATE RATIO OF 96% JPB AND 4% UPRR. UPRR PAYS FOR ALL EXCLUSIVE PASSENGER TRACKAGE AND STATION RELATED CAPITAL IMPROVEMENTS. UPRR PAYS FOR ALL EXCLUSIVE FREIGHT AND INTER-CITY PASSENGER RELATED IMPROVEMENTS INCLUDING TURNOUTS OFF THE MAIN TRACK TO UPRR DESIGNATED FREIGHT YARDS AND INDUS-  
TRIAL SITES.

**SOLID ORANGE** JPB EXCLUSIVE TRACKAGE ON JPB RIGHT-OF-WAY. JPB OWNS THE TRACKAGE AND JPB AND CONTRACTOR(S) PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS AND JPB IS RESPONSIBLE FOR THE COSTS OF THE MAINTENANCE IMPROVEMENT WORK.

DASHED ORIGINALLY JPB "EXCLUSIVE TRACKAGE" ON THE SANTA CLARA TO LICK LINE LOCATED ON JPB  
ORANGE RIGHT-OF-WAY, NOW SHARED OR "PAIRED TRACKAGE". JPB OWNS THE TRACKAGE AND JPB AND  
ITS CONTRACTOR(S) PERFORMS ALL OF THE TRACK, SIGNAL AND BRIDGE

SOLID BLACK JPB/UPRR PENINSULA MAIN LINE SHARED TRACKAGE FROM SAN FRANCISCO TO SANTA CLARA (OP COAST) LOCATED ON JPB RIGHT-OF-WAY. JPB OWNS THE TRACKAGE. JPB AND ITS CONTRACTOR(S) PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE, AND CAPITAL IMPROVEMENTS. ANNUAL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE COSTS SHARED BETWEEN THE JPB AND UPRR AT AN APPROXIMATE RATIO OF 96% JPB AND 4% UPRR. JPB ORDINARY AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS. ANNUAL TRACK, SIGNAL, BRIDGE ORDINARY AND CAPITAL MAINTENANCE COSTS ARE CURRENTLY THE RESPONSIBILITY OF JPB. UPRR PAYS FOR ALL EXCLUSIVELY FREIGHT AND INTER-CITY PASSENGER RELATED CAPITAL IMPROVEMENTS INCLUDING TURNOUTS OF THE MAIN TRACK TO UPRR DESIGNATED FREIGHT YARD AND INDUSTRY TRACKS.

SOLID JPB EXCLUSIVE TRACKEAGE ON JPB RIGHT-OF-WAY. JPB OWNS THE TRACKEAGE AND JPB AND ITS CONTRACTOR(S) PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE. UP RR PAYS A PORTION OF THE MAINTENANCE AND CAPITAL MAINTENANCE COSTS AND ALL PASSENGER RELATED CAPITAL IMPROVEMENT COST.

DASHED ORIGINALLY UPRR "EXCLUSIVE TRACKAGE" ON THE SANTA CLARA TO LICK LINE LOCATED ON JPB RIGHT-OF-WAY. NOW SHARED OR "PAIRED TRACKAGE". JPB OWNS THE TRACKAGE AND JPB AND ITS CONTRACTOR(S) PERFORMS ALL OF THE TRACK, SIGNAL AND BRIDGE IMPROVEMENT WORK.

DASHED ORIGINALLY UPRR "EXCLUSIVE NEW COAST MAIN TRACKAGE" FROM SANTA CLARA TO LICK LINE LOCATED ON JPB RIGHT-OF-WAY. NOW SHARED OR "PAIRED TRACKAGE". UPRR OWNS THE TRACK (RAILS, TIES, BALLAST) AND JPB OWNS THE REMAINDER OF THE TRACKAGE (BELOW THE BALLAST). UPRR PERFORMS THE ORDINARY AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS ON THE TRACK AND JPB AND ITS CONTRACTOR(S) PERFORMS ALL OF THE TRACK, SIGNAL AND BRIDGE IMPROVEMENT WORK.

CONTRACTOR(S) PERFORMS THE SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE AND CAPITAL IMPROVEMENTS. ANNUAL TRACK COSTS ARE THE RESPONSIBILITY OF THE UPRR AND SIGNAL AND BRIDGE COSTS ARE THE RESPONSIBILITY OF JPB. UPRR PAYS FOR ALL EXCLUSIVELY FREIGHT AND INTER-CITY PASSENGER RELATED CAPITAL IMPROVEMENTS INCLUDING TURNOUTS OFF THE MAIN TRACK TO UPRR DESIGNATED FREIGHT YARDS AND INDUSTRY TRACKS.

**SOLID GREEN** UPRR DESIGNATED FREIGHT TRACKAGE LOCATED ON JPB RIGHT-OF-WAY. JPB OWNS THE TRACKAGE AND JPB AND ITS CONTRACTOR(S) PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE, AND CAPITAL IMPROVEMENTS. ALL COSTS ARE THE RESPONSIBILITY OF UPRR.

DASHED UPRR INDUSTRY TRACKAGE ON JPB RIGHT-OF-WAY. THE INDUSTRY OR UPRR OWNS THE TRACK  
GREEN AND PERFORMS ALL TRACK, SIGNAL AND BRIDGE ORDINARY AND CAPITAL MAINTENANCE AND  
CAPITAL IMPROVEMENTS AND IS RESPONSIBLE FOR THE COSTS OF THE MAINTENANCE OR CAPITAL  
IMPROVEMENT WORK.

SOLID UPRR OR JPB TRACAGE ON JPB, UPRR OR RAIL INDUSTRY PROPERTY WHICH HAS BEEN OUT OF SERVICE FOR MORE THAN 3 YEARS AND IS ASSUMED TO BE ABANDONED OR RETIRED IN PLACE. YELLOW

## RIGHT OF WAY

PCJB PROPERTY  
PCJB EASEMENT  
SAMTRANS PROPERTY  
SAMTRANS EASEMENT  
SMCTA PROPERTY  
BART PROPERTY  
BART EASEMENT  
VTA PROPERTY  
VTA EASEMENT  
CITY PROPERTY  
CITY EASEMENT  
PROPOSED FEE TRANSFER  
FROM PCJB  
PROPOSED FEE TRANSFER

## LEGEND

LEGEND  
S WITH LUNAR ASPECT  
LS **47** MILEPOST  
HES **VG** VEHICLE GATE  
R DERAIL **MG** MAN GATE  
ASE STATION **EG** EMERGENCY  
C XING LIMIT GATE  
POLE & POLE NO.

DOWN GUY ANCHOR  
50' 0 100' 200'  
GRAPHIC SCALE: 1"=200'

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Advocacy and Major Projects (AMP) Committee  
Through: Michelle Bouchard, Executive Director  
From: Casey Fromson, Chief of Staff  
For: February 2026 JPB Board of Directors Meeting  
Subject: **Receive State and Federal Legislative Update and Consider Position on  
Legislation: House of Representatives (H.R.) 3647 (Mullen)**

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 of Directors (Board).

Staff recommends the Board receive the attached State and Federal Legislative Update and consider for position:

1. H.R. 3647 (Mullin) Study on AI for Enhanced Crossing Safety (SAFE CROSS) Act

**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. The update will focus on the state budget, federal budget process, and state legislation.

The Board is asked to consider a position on federal legislation, H.R. 3647 (Mullin) SAFE CROSS Act, which would require the Federal Railroad Administration to study and report on the potential benefits, challenges, costs, and best practices for using Artificial Intelligence (AI)-enabled sensors at railroad crossings as a safety measure to help reduce accidents, and then publish the findings and recommendations publicly.

**Budget Impact**

There is no impact on the budget

Prepared By: Devon Ryan      Government and Community Affairs Officer      01/22/2026  
Isabella Conferti      Government and Community Affairs Specialist      01/22/2026



January 14, 2026

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 – February 2026**

---

***General Update***

The Legislature reconvened on January 5 for the start of the second year of the two-year session. Two-year bills introduced in 2025 that remain in their first house (House of Origin) must be heard in policy committees by January 16 and passed out of their House of Origin by January 31. For bills newly introduced in 2026, the last day to submit bill requests to the Office of Legislative Counsel is January 23 and the deadline for bill introductions is February 20.

On January 9, Governor Newsom released his proposed Fiscal Year 2026-27 budget, which we detail below.

For information about key legislative and budget deadlines for next year, please see the 2026 Legislative Calendar [here](#).

***Governor Newsom Releases Proposed FY 2026-27 Budget***

On January 9, Governor Newsom released his [proposed Fiscal Year \(FY\) 2026-27 budget](#), based on the latest economic forecasts available to the Governor and the Department of Finance (DOF). Due to significantly improved tax revenue collection in late 2025, the Governor and DOF project that the State faces a \$2.9 billion deficit – a significant departure from the Legislative Analyst's Office's projection last year of an \$18 billion deficit. The Governor has proposed a \$348.9 billion balanced budget with \$23 billion in total reserves. This is up from \$321.1 billion in total spending, with \$15.7 billion in reserves, from the FY 2025-26 final budget. The proposed budget's impact on Caltrain is summarized below.

**Cap-and-Invest:** Last year, the Legislature passed, and Governor Newsom signed into law AB 1207 (Irwin) [Chapter 117, Statutes of 2025] and SB 840 (Limón) [Chapter 121, Statutes of 2025] to reauthorize the Cap-and-Trade program – now called Cap-and-Invest – through 2045 and recast the Cap-and-Invest Expenditure Plan, which directs appropriations from the Greenhouse Gas Reduction Fund (GGRF).

In recasting the Cap-and-Invest Expenditure Plan, SB 840 introduced a tiered structure for GGRF expenditures:

- **Tier 1:** Annual expenditures to offset state tax credits and fees and fund minor climate initiatives
- **Tier 2:** Annual expenditures of \$1 billion for high-speed rail and \$1 billion for discretionary priorities
- **Tier 3:** Annual expenditures for major climate programs

SB 840 preserved continuous appropriations for the Transit and Intercity Rail Capital Program (TIRCP) and Low Carbon Transit Operations Program (LCTOP) in “Tier 3” but shifted their funding from percentages of total GGRF revenue (10% and 5%, respectively) to fixed amounts (\$400 million and \$200 million annually, respectively) subject to available GGRF revenue after Tier 1 and Tier 2 obligations. If revenues fall short, Tier 3 programs are reduced proportionally.

Last year, we warned that, in explicit terms, if Cap-and-Invest fails to bring in \$4.2 billion due to weak auction proceeds, TIRCP and LCTOP would receive less than \$400 million and \$200 million, respectively. That warning has quickly come true; due to a weak market, the Governor’s proposed FY 2026-27 budget projects \$283 million for TIRCP and \$141 million for LCTOP in FY 2026-27. We note that these funding levels are just short of the average funding levels these programs received over the last decade.

We further note that, relative to the \$1 billion for discretionary expenditures in “Tier 2,” the proposed FY 2026-27 budget maintains the \$250 million in discretionary expenditures identified in SB 840. These expenditures include: \$125 million in FY 2026-27 for transit passes, \$85 million for climate research and innovation, \$25 million for the UC Climate Center; \$15 million for the Topanga Park. The proposed FY 2026-27 budget provides no further details on these expenditures. The Governor proposes to use the remaining \$750 million to support CalFire, crowding out all other discretionary GGRF expenditures. Caltrain may be eligible for funding under the transit pass program.

**SB 125:** Through the Budget Acts of 2023, 2024, and 2025, the state has appropriated \$4.41 billion in General Fund and GGRF revenues to the formula-based TIRCP and Zero-Emission Transit Capital Program (ZETCP) (together, commonly referred to as the “SB 125 program”).

These past investments satisfied the state’s commitments to the SB 125 program for Fiscal Years 2023-24, 2024-25, and 2025-26, as identified below:

#### **Transit and Intercity Rail Capital Program**

- \$2 billion was appropriated in FY 2023-24;
- \$1 billion was appropriated in FY 2024-25; and
- \$1 billion was appropriated in FY 2025-26.

#### **Zero-Emission Transit Capital Program**

- \$190 million was appropriated in FY 2023-24;
- \$220 million was appropriated in FY 2024-25;
- \$230 million is scheduled to be appropriated from the GGRF in FY 2026-27; and
- \$460 million is scheduled to be appropriated from the GGRF in FY 2027-28.

These past investments left for future year appropriations the state’s commitments to the SB 125 program, specifically the ZETCP, for FYs 2026-27 and 2027-28, totaling \$690 million. These final two years of appropriation from GGRF, if advanced, would fully satisfy the state’s commitment of \$5.1 billion

to the SB 125 program.

The proposed FY 2026-27 budget does not include the scheduled appropriation of \$230 million from the GGRF to the SB 125 program, staying silent on the state's commitment to the SB 125 program entirely. As noted above, the Governor proposes to use the \$750 million in GGRF capacity identified for discretionary expenditures on CalFire, crowding out all other discretionary GGRF expenditures.

**State Transit Assistance:** Each Fiscal Year, DOF updates its revenue projections for the State Transit Assistance (STA) Program, which includes revenues collected from the diesel sales tax and the Transportation Improvement Fee (TIF), as well as the Local Transportation Fund. TIF revenues also flow to the TIRCP. DOF provides these estimates when the Governor releases his budget in January, and again at May Revise. For the latest revenue projections, please see the table below:

REVENUE ESTIMATES FOR FY 2026-27 @ GOVERNOR'S BUDGET (JANUARY 9)			
FUNDING SOURCE	FY 2025-26 (CY)	FY 2026-27 (BY)	FY 2027-28 (BY +1)
<b>STA</b>			
Base Rate (2.375%)	\$246,869	\$235,898	\$251,974
Incremental Rate (1.75%)	\$168,743	\$160,660	\$172,505
SB 1 Rate (3.5%)	\$337,487	\$321,319	\$345,010
STA SOGR (30% of TIF)	\$137,256	\$140,678	\$144,898
<b>Total</b>	<b>\$890,354</b>	<b>\$858,555</b>	<b>\$914,387</b>
<b>Intercity &amp; Commuter Rail</b>			
Base Rate (2.375%)*	\$246,869	\$235,898	\$251,974
SB 1 Rate (0.5%)	\$48,212	\$45,903	\$49,287
<b>Total</b>	<b>\$295,081</b>	<b>\$281,801</b>	<b>\$301,261</b>
<b>TIRCP</b>			
Cap & Invest**	\$333,000	\$283,000	\$311,000
SB 1 (70% of TIF)	\$320,264	\$328,249	\$338,096
<b>Total</b>	<b>\$653,264</b>	<b>\$611,249</b>	<b>\$649,096</b>
<b>LCTOP</b>			
Cap & Invest**	\$165,700	\$141,000	\$155,000
<i>*Funds used for additional Caltrans purposes</i>			
<i>**Amounts in FY 2026-27 are dependent on GGRF revenue</i>			

With the release of the Governor's proposed budget, the Legislature will now begin to review its budget proposals through topic-specific budget subcommittees. Budget subcommittee hearings will afford stakeholders with the opportunity to weigh in with support or opposition to the Governor's budget proposals – or present new times for consideration. The Governor will release his mid-year update to his proposed budget, known as the "May Revise," by May 15. The Legislature must pass a balanced budget by June 15. The FY 2026-27 will begin on July 1.

#### ***Senate President pro Tempore Announces Senate Leadership and Committee Changes***

Last month, we reported that Senator Monique Limón (D-Santa Barbara) began to transition into the role of Senate President Pro Tempore on November 17, assuming the top leadership position in the State Senate from Senator Mike McGuire (D-North Coast). Pro Tem Limón's official swearing-in ceremony took place on January 5 in Sacramento.

As one of her first official acts, Pro Tem Limón [announced changes to Senate Leadership and committee appointments](#) on December 23.

We note that the Chairs of the following committees that oversee policy and fiscal matters impacting Caltrain have changed:

- **Senate Appropriations Committee:** Transitions from Senator Anna Caballero (D-Merced) to Senator Sabrina Cervantes (D-Riverside)
- **Senate Budget and Fiscal Review Committee:** Transitions from Senator Scott Wiener (D-San Francisco) to Senator John Laird (D-Santa Cruz)
- **Senate Budget Subcommittee No. 2 on Resources, Environmental Protection, and Energy:** Transitions from Senator Ben Allen (D-Pacific Palisades) to Senator Eloise Gómez Reyes (D-Colton)
- **Senate Energy, Utilities & Communications Committee:** Transitions from Senator Josh Becker (D-Menlo Park) to Senator Ben Allen (D-Pacific Palisades)
- **Senate Housing Committee:** Transitions from Senator Aisha Wahab (D-Silicon Valley) to Senator Jesse Arreguín (D-Oakland)

We note that the Chairs of the following committees that oversee policy and fiscal matters impacting Caltrain will remain the same:

- **Senate Budget Subcommittee No. 5 on Corrections, Public Safety, Judiciary, Labor and Transportation Committee:** Remains Senator Laura Richardson (D-San Pedro)
- **Senate Environmental Quality Committee:** Remains Senator Catherine Blakespear (D-Encinitas)
- **Senate Local Government Committee:** Remains Senator Maria Elena Durazo (D-Los Angeles)
- **Senate Transportation Committee:** Remains Senator Dave Cortese (D-San Jose)

Leadership appointments and changes to Budget and Budget Subcommittees, and Natural Resources and Water Committee will take effect immediately. All other changes will take effect on February 1, 2026.

#### ***TIRCP Cycle 8 Draft Guidelines Released***

On January 12, the California State Transportation Agency (CalSTA) released the draft [guidelines](#) and schedule for the TIRCP Cycle 8. As noted above, the TIRCP is a competitive grant program which, since its inception in 2015, has funded over \$11 billion worth of transformative capital projects across California. See the draft schedule below.

#### **2026 TIRCP Cycle 8 Draft Schedule**

• Release Draft 2026 Cycle Guidelines	January 12, 2026
• Guidelines Workshops (Virtual)	February 11, 2026
• Closing Date for Comments on Draft Guidelines	February 18, 2026
• CalSTA Publishes Final Cycle 8 Guidelines	February 20, 2026
• CalSTA Publishes Cycle 8 Call for Projects	February 20, 2026
• Optional meetings with applicants	March 2 – March 13, 2026
• Project Applications Due	May 14, 2026
• CalSTA Anticipated Award Announcements	September 18, 2026

#### ***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 bill has not been set for a hearing.**

***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.

Meanwhile, SB 667 passed the Senate Transportation Committee on Tuesday, January 13 by an 11-3 vote, and it now heads to the Senate Appropriations Committee.

Through the California Transit Association (the trade organization to which Caltrain belongs), there is an currently an effort among the affected rail agencies to coordinate a joint position for articulation to the Legislature as the bill moves forward.

**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. ***On January 5, this bill was gutted and amended to address a new topic and will no longer impact transit agency boards.***

## Caltrain Bill Matrix as of Monday, January 15, 2026

Bill ID/Topic	Location	Summary	Position
<a href="#"><u>AB 12</u></a> <u>Wallis</u> R  Low-carbon fuel standard: regulations.	This is a two-year bill.	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024.</p>	Watch
<a href="#"><u>AB 61</u></a> <u>Pacheco</u> D  Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.	This is a two-year bill.	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. The Public Advocate's Office of the Public Utilities Commission is established as an independent office within the commission to represent and advocate on behalf of the interests of public utility customers and subscribers within the jurisdiction of the commission. This bill would require the office to establish, by January 1, 2027, a program to, upon request of the Legislature, analyze legislation that would establish a mandated requirement or program or otherwise affect electrical or gas ratepayers, as specified. The bill would require the office to develop and implement conflict-of-interest provisions to prohibit a person from participating in an analysis for which the person knows or has reasons to know that the person has a material financial interest. The bill would repeal these provisions on January 1, 2032.</p>	Watch

Bill ID/Topic	Location	Summary	
<a href="#"><u>AB 259</u></a> <a href="#"><u>Rubio, Blanca</u></a> D  Open meetings: local agencies: teleconferences.	This is a two-year bill.	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.	Recommend Support
<a href="#"><u>AB 267</u></a> <a href="#"><u>Macedo</u></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

Bill ID/Topic	Location	Summary	
<a href="#"><u>AB 273</u></a> <u>Sanchez</u> R  Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.	This is a two-year bill.	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, would instead require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the General Fund and for those moneys, upon appropriation, to be used to augment funding provided to local governments to improve infrastructure.</p>	Watch
<a href="#"><u>AB 314</u></a> <u>Arambula</u> D  Affordable Housing and Sustainable Communities Program: project eligibility.	This is a two-year bill.	<p>Existing law requires the Strategic Growth Council to develop and administer the Affordable Housing and Sustainable Communities Program to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support other related and coordinated public policy objectives. Existing law specifies the types of projects eligible for funding under the program, including, among others, transit capital projects, active transportation capital projects, and transit-oriented development projects, as provided. This bill would expressly include certain transit capital projects and transit-oriented development projects near planned high-speed rail stations that meet specific criteria as eligible for funding under the program.</p>	Watch

Bill ID/Topic	Location	Summary	
<a href="#"><u>AB 340</u></a> <a href="#"><u>Ahrens</u></a> D  Employer-employee relations: confidential communications.	This is a two-year bill.	<p>Existing law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation. The bill would also prohibit a public employer from compelling a public employee, a representative of a recognized employee organization, or an exclusive representative to disclose those confidential communications to a third party. The bill would not apply to a criminal investigation or when a public safety officer is under investigation and certain circumstances exist.</p>	Watch
<a href="#"><u>AB 555</u></a> <a href="#"><u>Jackson</u></a> D  Air resources: regulatory impacts: transportation fuel costs.	This is a two-year bill.	<p>Existing law vests the State Air Resources Board with the authority to regulate transportation fuels and requires the state board to adopt standards and regulations providing for specification for vehicular fuel composition to achieve the maximum degree of emission reduction possible from vehicular sources to attain the state air quality standards. This bill would require the state board, on a quarterly basis, to submit to the relevant policy committees of the Legislature a report providing data and describing the impacts of its regulations of transportation fuels on the prices of those fuel to California consumers.</p>	Watch

Bill ID/Topic	Location	Summary	
<a href="#"><u>AB 810</u></a> <u>Irwin</u> D  Local government: internet websites and email addresses.	This is a two-year bill.	<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>	Watch
<a href="#"><u>AB 939</u></a> <u>Schultz</u> D  Housing development: density bonuses: affordability of for-sale units.	This bill is in the Assembly Appropriations Committee.	<p>Existing law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development, as defined, within the city or county with a density bonus, other incentives or concessions, and waivers or reductions of development standards, as specified, if the developer agrees to construct specified units and meets other requirements. Existing law, among other things, requires compliance with certain affordability requirements, including requiring that the applicant agree to ensure, and that the city, county, or city and county ensure, that a for-sale unit that qualified the applicant for the award of the density bonus is either (1) initially sold to and occupied by a person or family of very low, low, or moderate income, as specified, or (2) if the unit is not purchased by an income-qualified person or family within 180 days after the issuance of the certificate of occupancy, the unit is purchased by a qualified nonprofit housing corporation, as provided. This bill would additionally allow the applicant and the city, county, or city and county to comply with the above-described affordability requirements with respect to a for-sale unit by ensuring that the unit is purchased by a nonprofit corporation, as specified, for properties to be sold to low-income families who participate in a below-market interest rate loan program. By adding to the duties of local agencies to implement the Density Bonus Law, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	Watch

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

Bill ID/Topic	Location	Summary	
<a href="#"><u>AB 942</u></a> <a href="#"><u>Calderon</u></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	
<a href="#"><u>AB 1070</u></a> <a href="#"><u>Ward D</u></a>  Residential developments: building standards: review.	This bill is in the Assembly Housing & Community Development Committee.	<p>Existing law, the California Building Standards Law, establishes the California Building Standards Commission (commission) within the Department of General Services and sets forth its powers and duties, including approval and adoption of building standards and codification of those standards into the California Building Standards Code (code). Existing law requires the commission to publish, or cause to be published, editions of the code in its entirety once every 3 years. Existing law requires the building standards and rules and regulations to impose substantially the same requirements as are contained in the most recent editions of specified international or uniform industry codes, including the International Residential Code of the International Code Council. Existing law establishes the Department of Housing and Community Development (department) and requires the department to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. This bill would require the department to convene a working group no later than December 31, 2027, to research and consider identifying and recommending amendments to state building standards allowing residential developments of between 3 and 10 units to be built under the requirements of the California Residential Code, as specified. The bill would require the department, no later than December 31, 2028, to provide a one-time report of its findings to the Legislature in the annual report described above. The bill, if the report identifies and recommends amendments to building standards, would require the department to research, develop, and consider proposing the standards for adoption by the commission, as specified. For the purposes of these provisions, the bill would authorize the department to exceed the scope and application of the International Residential Code to allow residential developments of between 3 and 10 units to be designed and constructed under the requirements of the California Residential Code.</p>	Watch
<a href="#"><u>AB 1132</u></a> <a href="#"><u>Schiavo D</u></a>  Department of Transportation: climate change vulnerability assessment: community resilience assessment.	This is a two-year bill.	<p>Existing law establishes the Department of Transportation to, among other things, plan, design, construct, operate, and maintain the state highway system, as provided. Pursuant to that authority, the department developed 12 district-based Climate Change Vulnerability Assessment reports designed to provide the department with a comprehensive database to help in evaluating, mitigating, and adapting to the effects of increasing extreme weather events on the state transportation system. This bill would require the department, on or before January 1, 2029, to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions, as specified. The bill would also require the department, on or before January 1, 2030, to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks, as specified.</p>	Watch

Bill ID/Topic	Location	Summary	
<a href="#"><u>AB 1198</u></a> <a href="#"><u>Haney D</u></a>  Public works: prevailing wages.	This bill is on the Suspense File in the Assembly Appropriations Committee.	<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	
<a href="#"><u>AB 1218</u></a> <u>Soria</u> D  Copper theft.	This bill is in the Assembly Public Safety Committee.	<p>Under existing law it is grand theft to steal copper materials valued at more than \$950. A violation of this provision is punishable either as a misdemeanor or a felony by imprisonment in county jail and specified fines. This bill would make it a crime to unlawfully possess copper materials, as specified. The bill would define what it means to “unlawfully possess” copper materials to include possessing without documentation proving lawful possession. The bill would prescribe the information that constitutes proof of lawful possession, as specified, including the identity of the seller and the date of the transaction. By expanding the scope of a crime, this bill would impose a state-mandated local program. The bill would also prohibit a person from falsifying any record intending to show proof of lawful possession. By creating a new crime, this bill would impose a state-mandated local program. Existing law prohibits any collector or dealer of metals to purchase certain junk metals, as specified, without first ascertaining that the seller legally possesses the materials. Existing law also requires the dealer to obtain evidence of the identity of the seller, including, but not limited to, the seller's name and address. This bill would require any collector or dealer of metals to ascertain the location from which the purchased material was obtained. Existing law makes it a crime for a person who is engaged in the salvage, recycling, purchase, or sale of scrap metal to possess certain items that have been stolen or obtained by theft or extortion, as specified, and requires that the person knew or reasonably should have known that the property was stolen or failed to report possession of the items, as specified. This bill would additionally prohibit a person who is engaged in the salvage, recycling, purchase, or sale of scrap metal, as specified, from possessing certain items knowing that those items were possessed without proof of lawful possession. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.</p>	Watch
<a href="#"><u>AB 1222</u></a> <u>Bauer-Kahan</u> D  Public utilities: judicial review.	This is a two-year bill.	<p>Existing law authorizes a party aggrieved by a decision or order of the Public Utilities Commission to file a petition for a writ of review in the court of appeal or the Supreme Court for purposes of reviewing the decision or order within 30 days after the commission issues its decision denying the application for a rehearing, or, if the application was granted, within 30 days after the commission issues its decision on the rehearing, or at least 120 days after the application is granted if no decision on rehearing has been issued. This bill would extend the 30-day time periods to 90 days. For a petition challenging a final decision of the commission on the grounds that the final decision substantially deviated from a proposed decision of a commission administrative law judge, the bill would require the court to presume the final decision to be arbitrary and unlawful unless the commission can demonstrate to the satisfaction of the court that the deviations were necessary to comply with state or federal law. This bill contains other related provisions and other existing laws.</p>	Watch

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

Bill ID/Topic	Location	Summary	
<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
<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

Bill ID/Topic	Location	Summary	
<a href="#"><u>AB 1337</u></a> <u>Ward D</u>  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
<a href="#"><u>AB 1372</u></a> <u>Papan D</u>  Renewable electrical generation facilities: electrified commuter railroads: regenerative braking: net billing.	This bill is in the Assembly Utilities & Energy Committee.	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. This bill would, upon an electrical corporation and an operator of an electrified commuter railroad that produces electricity through the regenerative braking of electric trains, including the Peninsula Corridor Joint Powers Board, completing certain technical studies, require the electrical corporation to adopt or modify a net billing contract or tariff that is approved by the commission. The bill would require that contract or tariff to, among other things, require the electrical corporation to apply bill credits for the electricity exported to the electrical grid based on its value, as specified. The bill would require the electrical corporation to provide, or install at its cost, if necessary, metering that records and documents electricity imports and exports, as specified. Under existing law, a violation of any order, decision, rule, direction, demand, or requirement of the commission is a crime. Because a violation of a commission action implementing this bill's requirements would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Sponsor February 2025

Bill ID/Topic	Location	Summary	
<a href="#"><u>AB 1421</u></a> <u>Wilson</u> D  Vehicles: Road Usage Charge Technical Advisory Committee.	This bill is in the Assembly Appropriations Committee.	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 require the commission, in consultation with the Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the commission to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027. The bill would require the commission to consult with appropriate state agencies and other stakeholders, as specified, in preparing the research and recommendations and report described above.	Watch Watch
<a href="#"><u>AB 1472</u></a> <u>Hart</u> 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="#"><u>AB 1578</u></a> <u>Jackson</u> D  State and local officials: antihate speech training.	Pending referral to policy committee.	Existing law requires each state agency to offer at least semiannually, and certain state officials to attend once every 2 years, an orientation course on the relevant ethics statutes and regulations that govern the official conduct of state officials. Existing law requires each state agency to maintain records indicating the specific attendees, each attendee's job title, and dates of their attendance for each orientation course offered for a period of not less than 5 years after each course is given. This bill would require, beginning on January 1, 2028, a state official to complete at least one hour of antihate speech training and education within 6 months of taking office and subsequently every 4 years thereafter. The bill would require each state agency to maintain records indicating the date that a state official completed the antihate speech training and education for a period of not less than 5 years after the training is complete. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	
<a href="#"><u>SB 348</u></a> <a href="#"><u>Hurtado D</u></a>  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	
<a href="#"><b>SB 445</b></a> <a href="#"><u>Wiener</u></a> D  High-speed rail: third-party agreements, permits, and approvals: regulations.	This is a two-year bill.	<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>	Watch

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

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

Bill ID/Topic	Location	Summary	
<a href="#"><u>SB 559</u></a> <a href="#"><u>Stern D</u></a>  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	
<a href="#"><u>SB 667</u></a> <u>Archuleta D</u>  Railroads: safety: wayside detectors.	This bill is in the Senate Appropriations Committee.	<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 a railroad corporation to submit a wayside detector response plan to the Public Utilities Commission, as provided. The bill would require the commission to adopt rules necessary to implement these provisions including establishing a penalty of not less than \$25,000, as provided. The bill would provide that these provisions do not apply to a class II or class III carrier that has a speed limit of 10 miles per hour or less.</p>	Watch

Bill ID/Topic	Location	Summary	
<a href="#"><b>SB 714</b></a> <u>Archuleta</u> 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="#"><b>SB 741</b></a> <u>Blakespear</u> 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



**Caltrain  
Federal Report  
January 2026**

**Congressional Update**

**Lawmakers Continue Work on Appropriations Legislation**

- Congress ended 2025 without a deal to move forward on government funding. 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.
- When Congress returned on January 5, House and Senate Appropriations Committee leadership released [a 3-bill minibus appropriations package](#) containing the Commerce-Justice-Science, Interior, and Energy and Water bills. Both the House and Senate approved the package, sending the bill on January 15 to the President for his signature.
- This week, the House released a new funding package containing the Financial Services and State-Foreign Operations funding bills, which it passed on January 14. It is now pending in the Senate for action.
- Members continue to finalize details of the remaining five bills, which include the Transportation-Housing and Urban Development, Labor-Health and Human Services-Education, and Homeland Security bills. Many in Washington expect Congress to struggle to pass the Homeland Security funding bill due to its proximity to controversial immigration topics.

**Rep. Mullin Speaks in Favor of SAFE CROSS Act During Member Day Hearing**

- On January 14, the House Transportation & Infrastructure Committee held a member day where committee members were provided the opportunity to voice their support for legislative proposals within the committee's jurisdiction. As the committee works to release and mark-up a surface transportation reauthorization during Q1 of 2026, members' statements provided a preview of potential legislation that could be included in the proposed reauthorization.
- During the member day session, Rep. Kevin Mullin spoke in favor of his Study on AI For Enhanced Crossing Safety (SAFE CROSS) Act ([H.R. 3647](#)). If enacted, the bill would:



- Study the potential safety benefits of AI-enabled sensors at rail crossings.
- Conduct a cost-benefit analysis comparing AI-based and traditional safety measures, including grade separations.
- Identify best practices for implementing AI-enabled sensors across the U.S. rail network.
- Rep. Mullin requested that committee leadership insert the SAFE CROSS Act in the upcoming surface transportation reauthorization. During his testimony, Rep. Mullin also spoke in favor of legislation ([H.R. 3459](#)) that would enable state and local governments to transfer underutilized properties that were previously acquired with Federal Highway Administration (FHWA) funds to nonprofits or other qualified entities to build transit-oriented development, reserving some units for affordable housing.

## **Administration Update**

### **DOT Releases Updated BUILD NOFO**

- On December 16, the Department of Transportation (DOT) released an update to its FY 2026 Notice of Funding Opportunity (NOFO) for the Better Utilizing Investments to Leverage Development (BUILD) Grant Program. The Department previously released a preliminary NOFO in November but did not include key criteria used by the Department to judge applicants' projects.
- Key changes to the NOFO include refocusing the program to more closely align with the President's priorities and executive orders. New merit criteria for the grant program include safety, quality of life, mobility and community connectivity, and economic competitiveness. Included in the quality-of-life criteria are new requirements that mandate applicants to address how their projects can promote the experience of families and mothers. Also included in the innovation criteria is mention of advancing the development and deployment of autonomous vehicle technology.
- Despite the delay in releasing the full NOFO, the Department has not changed the application deadline or the total funding available. There is \$1.5 billion in available funding through the current BUILD 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](#).



## Trump Administration Concedes Legal Fight Over Immigration Policy Requirements on Federal Transportation Funding

- On January 13, 2026, the Department of Justice officially dropped its appeal of a November 2025 ruling where a federal judge issued a permanent injunction blocking the Administration's attempt to condition billions in DOT grants on local cooperation with immigration authorities. The Trump Administration effectively conceded the decision, making the ruling final and permanently protecting the funding for 22 states and numerous cities.
- The court ruled that the executive branch "blatantly overstepped" its authority by unilaterally adding immigration-related requirements to funds that Congress specifically appropriated for infrastructure. Judge John McConnell emphasized that the Administration's actions violated the constitutional separation of powers and the "power of the purse," which gives the legislative branch, not the President, the exclusive right to set funding conditions.
- This decision ensures that critical federal aid for roads, bridges, and public transit cannot be used to try to coerce local law enforcement into assisting with federal deportation efforts.

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Advocacy and Major Projects (AMP) Committee

Through: Michelle Bouchard, Executive Director

From: Marian Lee, Caltrain Diridon Program Director

For: February 2026 JPB Board of Directors Meeting

Subject: **Receive Update on Diridon Program Long-Term Governance**

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

**Purpose and Recommended Action**

The purpose of this informational report and presentation is to provide an update on the Diridon Program long-term governance efforts. This topic was last presented at the July 2024 Advocacy and Major Projects (AMP) meeting by Kim Walesh, consultant to Santa Clara Valley Transportation Authority (VTA). VTA is the lead partner agency developing long-term governance recommendations on behalf of the Diridon Program partners.

**Discussion**

**Context**

At the July 2024 AMP meeting, Ms. Walesh presented information about the short-term and long-term governance changes required to advance the Diridon Program more efficiently and effectively. The Program includes the Diridon Station At-Grade Alternative and rail crossing projects outside of station footprint. Aesthetic/sound barriers and Transit Oriented Development (TOD) components are being further evaluated.

Short-term governance concerns were addressed by clarifying roles and responsibilities amongst the five agency partners which are now reflected in the executed Cooperative Agreement, which is guiding staff's current work. For the long-term governance structure, there was agreement that a more wholistic governance change should be considered. Desired features include an entity with focus, accountability, leadership, and capacity to attract funding. Based on evaluation of several different models, the consultant team recommended further consideration of a Construction Authority.

A Construction Authority is an authorized entity legally empowered to plan, fund, manage, and deliver a project/program. This type of governance entity can create a focused organization for a finite period during design and construction. Setting up such an organization would require legislative action. The board composition can be customized to local needs, and the

relationships between the Partner Agencies and the Authority can be defined through agreements. The Authority would be dissolved when construction and testing is complete.

### ***Scope of Construction Authority***

The scope of the Construction Authority has been questioned. Through a December 2024 letter addressed to the Diridon Program policy makers, the Metropolitan Transportation Commission (MTC) Executive Director (ED) asked "...whether a delivery authority could have an option to focus on a broader portfolio of projects in the region...". See Attachment A. This request was based on the MTC ED's interest to "...address challenges of delivering major projects in the region - to better manage risk throughout project lifecycles - including having the staffing expertise to successfully deliver major projects - and developing funding strategies to prioritize and sequence funding requests among the many entities in the region."

The request was received with mixed opinions and strong concerns by the project partner executives. There was acknowledgement that the regional challenges were legitimate and needed to be addressed. But turning a Diridon Program Construction Authority into a regional organization with multiple projects would be counter to the fundamental rationale of setting up a single-mission entity. Recognizing the on-going regional challenges of delivering large capital projects, there was receptiveness to the potential to evolve a Diridon Programs Construction Authority to manage other regional projects after the Construction Authority successfully completes its Diridon Program mission.

To benefit from transit industry knowledge base, Caltrain invited the following experts to peer review the Diridon Program. The panel included:

- Michael Allegra, former Utah Transit Authority (UTA) President and Chief Executive Officer (CEO)
- Rick Clarke, former Regional Transportation District (RTD) Assistant General Manager, former Los Angeles (LA) Metro Chief Program Management
- Rick Thorpe, former Expo Line Construction Authority CEO

A two-day workshop was held to conduct a comprehensive program risk scan. One component of this discussion focused on setting up a Construction Authority. The reviewers stated that a single-project focused Construction Authority was the way to go. The success of such an agency depends upon having one priority and no competing interests or distractions. The panel's other key findings related to a Construction Authority included:

- It is more than an engineering bubble – it is an advocacy and funding agency
- Everyone invited to the table should have a financial stake in the project
- Board composition should be made up of project champions

- Find Executive Director as soon as possible
- Strong owner and Construction Authority relationship is necessary

### ***Upcoming Work***

Significant work is ahead including due diligence on the concept of a Diridon Program Construction Authority, drafting and obtaining approval of the enabling legislation and eventually setting up the Construction Authority. Ideally, this new organization would be up and running before completion of environmental review.

As part of staff's due diligence, and to ensure that the interests of Caltrain, as the owner and operator of the rail corridor, are protected, staff will focus on understanding impacts to safety, rail system operations, risk management and protecting Caltrain's ownership and investment interests.

Staff will also need to better understand the relationships between the Construction Authority and the project partners and tenants. Eventually, agreements/Memorandum of Understandings (MOUs) will need to be executed with the Construction Authority to be formed. At this time, staff will draft agreement terms so there is clear understanding by the project partners what needs to be established with the Construction Authority. The terms will relate to delivery objectives; basis of Design and Construction; budget and schedule; procurement of contracts; communications and dispute resolution; substantial completion and turnback process.

Certain terms will be called out and embedded in the enabling legislation on "not-up-for-discussion" items. The legislation will need to clearly define the purpose of the new entity, governance structure (including board composition), its responsibilities and authorities, relationship with the station owners and project partners, staffing and operations and budget, and funding and financing capabilities. Language will be drafted and champions identified to carry the legislation.

Next steps include:

- Concluding discussions about the scope of the Construction Authority
- Completing Caltrain and partner agencies due diligence
- Drafting enabling legislation language for 2027 approval

### **Budget Impact**

There is no direct budget impact associated with this action.

Prepared By: Marian Lee

Caltrain Diridon Program Director

01/14/2026

# ATTACHMENT A



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Item #8.  
1/28/2026  
Bay Area Metro  
375 Beale Street, Suite 800  
San Francisco, CA 94105  
415.778.6700  
[www.mtc.ca.gov](http://www.mtc.ca.gov)

December 11, 2024

*Alfredo Pedroza, Chair*  
Napa County and Cities

*Nick Josefowitz, Vice Chair*  
San Francisco Mayor's Appointee

*City of Santa Clara County*

*Eddie Abn*  
San Francisco Bay Conservation  
and Development Commission

*David Caneva*  
San Mateo County

*Cindy Chavez*  
Santa Clara County

*Carol Dutra-Vernaci*  
Cities of Alameda County

*Dina El-Tawawy*  
California State  
Transportation Agency

*Victoria Fleming*  
Sonoma County and Cities

*Dorene M. Giacopini*  
U.S. Department of Transportation

*Federal D. Glover*  
Contra Costa County

*Rebecca Kaplan*  
Oakland Mayor's Appointee

*Matt Mahan*  
San Jose Mayor's Appointee

*Nate Miley*  
Alameda County

*Stephanie Moulton-Peters*  
Marin County and Cities

*Sue Noack*  
Cities of Contra Costa County

*Gina Papan*  
Cities of San Mateo County

*David Rabbitt*  
Association of Bay Area Governments

*Hillary Ronen*  
City and County of San Francisco

*Libby Schaaf*  
U.S. Department of Housing  
and Urban Development

*James P. Sperling*  
Solano County and Cities

*Andrew B. Premier*  
Executive Director

*Alix Bockelman*  
Chief Deputy Executive Director

## Diridon Station Joint Policy Advisory Board

### RE: MTC Comments on Long-Term Governance

Dear Members of the Joint Policy Advisory Board (JPAB):

MTC staff would like to express support for the progress that has been made on the Diridon Station project through the business case work and appreciates the continued input of all partner agencies into the process. At MTC's December Programming and Allocations Committee meeting, staff is recommending that MTC enter into the interim co-operative agreement with the partner agencies. Following selection of a final design, MTC staff look forward to the project advancing through the environmental stage.

As the JPAB has discussed, another next step is to establish a long-term governance approach, formalizing an entity to lead the delivery stage of the Diridon Station project. The team assessed several models, with promise towards establishing a delivery authority similar to the one used to construct the Gold Line in Los Angeles. We are intrigued by this approach, not only for delivery of the Diridon Station project, but for the possibility that the entity could extend beyond Diridon to deliver other major projects in the region. Our interest is consistent with the topic of a 2022 Commission workshop focused on the challenges and opportunities of delivering major projects in the region. The Commission expressed the importance of better managing risk throughout project lifecycles - including having the staffing expertise to successfully deliver major projects - and developing funding strategies to prioritize and sequence funding requests among the many entities in the region. Establishing a delivery authority could help to build staffing expertise and capacity within the region to deliver major projects and reduce delivery risk.

MTC staff is also concerned that establishing a new project-specific delivery authority that is also charged with seeking funding would, in effect, create another transportation entity in the region, adding to the more than two dozen existing transportation authorities. This would serve to complicate an already competitive and uncoordinated regional grant and funding advocacy landscape.

As development and refinement of a long-term governance approach for the Diridon Station project advances, MTC staff request that the JPAB and soon-to-be-formed Steering Committee also evaluate the MTC staff considerations, including whether a delivery authority could have an option to focus on a broader portfolio of projects in the region, and whether grant and funding advocacy is best nested in the same authority and/or what refinements might be in place distinct from the peer delivery authorities considered to-date.

We appreciate the opportunity to provide input and be part of the shaping of this important regional project.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Fremier".

Andrew B. Fremier  
Executive Director

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Advocacy and Major Projects (AMP) Committee  
Through: Michelle Bouchard, Executive Director  
From: Casey Fromson, Chief of Staff  
For: February 2026 JPB Board of Directors Meeting  
Subject: **Receive Update on the Corridor Crossing Strategy**

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

**Purpose and Recommended Action**

Staff are providing the Peninsula Corridor Joint Powers Board (Board) with an informational update on the Corridor Crossing Strategy (CCS) – the effort that defined a systematic corridor-wide approach - the “coordinated approach” - to deliver safety enhancements (e.g., near-term at-grade improvements) and crossing eliminations (e.g., closures or grade separations eliminating rail and road conflicts) on the Caltrain corridor.

CCS is to become the unified strategic framework to improve safety and mobility where Caltrain tracks intersect with local roads. By using a data-driven and transparent approach, the CCS sequences and integrates delivery for both near-term safety enhancements and long-term elimination projects into two programs: the Safety Enhancement Program and the Elimination Program.

**Discussion**

Informed by robust discussions with the corridor partners (Transportation Authorities, Cities and Corridor stakeholders), Caltrain developed the Safety Enhancement Program and Elimination Program to strengthen its commitment to connecting communities, enhancing safety and reducing congestion and risks along and across its corridor.

Caltrain proposes to establish and facilitate the launch of these Programs under the CCS unified strategic umbrella because Caltrain and its corridor partners need:

- **A safe and accessible corridor:** We have a shared goal of enhancing safety and improving connections for everyone who lives, works, and travels on, along, and through the Caltrain corridor.

- **One corridor voice:** By aligning Caltrain, Transportation Authorities, and cities under one coordinated framework, we can plan and deliver safety projects more effectively—speaking with one corridor voice to achieve shared goals for safety, mobility, and community benefit.
- **Local benefits sooner:** Safer crossings mean more comfort for people walking or biking, small businesses benefit from more inviting environment. Neighborhoods are easier to navigate and calmer. The coordinated corridor approach helps corridor partners invest resources into projects that yield early benefits, creating meaningful quality-of-life improvements sooner.
- **Strategic and transparent funding decisions:** With constrained funding at the federal, state, and local levels, a corridor-wide program ensures that every dollar is directed where it delivers the greatest safety, mobility, and community benefit. Through a data-driven and transparent process, partners can assess tradeoffs and make transparent decisions that prioritize projects that are most competitive for external funding and deliver the highest public value.
- **Efficient and accountable delivery:** A unified program structure provides clear visibility into project status and progress, fostering coordination, consistency, and accountability across all partners.

Staff will present an overview of CCS Programs funding and policy oversight structure, the delivery approach, critical context on the funding landscape, the data-driven methodology and criteria that lead to the sequence lists, as well as the proposed sequence lists for the near-term Safety Enhancement Program and the long-term Elimination Program.

Staff will also present its plan to implement baseline safety enhancements at all crossings along Caltrain-owned corridor in order to yield benefits as soon as possible. Baseline safety enhancements are quick to implement and more fundable improvements that Caltrain is committed to deliver as part of the Safety Enhancement Program.

The CCS programs will be implemented by integrated, cross-functional teams that standardize designs, reduce redundancies, leverage economies of scale, and pursue innovative delivery methods that streamline construction and minimize service disruptions. This coordinated structure enables faster, more consistent, and more cost-effective project delivery across the corridor.

Oversight will be strengthened through a new Funding and Policy Oversight group composed of Caltrain, corridor cities, and transportation authorities, ensuring transparency and shared accountability. An Executive Sponsor and Steering Committee will provide quarterly updates through established communication processes and will directly guide the Safety Enhancement and Elimination program teams.

Together, this governance and delivery model represents a step-change for the corridor—bringing partners into one coordinated system to deliver safety and mobility improvements more efficiently than ever before.

As for any CCS product, feedback from corridor partners is essential to success. The Draft Programs Initiation Report incorporates preliminary feedback from Transportation Authorities staff, Cities and corridor partners. Staff will continue to seek comments from all corridor partners over the coming months including at two in-person workshops with the corridor jurisdictions staff and elected officials in early December.

Staff plans to return to the Board in early 2026 with updated information based on the feedback received.

**Budget Impact**

The project has no impact on budget.

Prepared By: Nicole Soultanov Deputy Director, Capital Planning 11/06/2025