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MICHELLE BOUCHARD  
EXECUTIVE DIRECTOR

## AGENDA

### Peninsula Corridor Joint Powers Board

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

March 25, 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=Us8SBvjTsUfnlPEhtrkxZg0NaNibin.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.

**March 25, 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 Meeting Minutes for January 28, 2026 Motion
6. Receive State and Federal Legislative Update and Consider Position on Legislation: Senate Bill (SB) 667 (Archuleta) Motion
7. Receive Update on San Francisco Railyards Informational
8. Committee Member Requests
9. Date/Time of Next Regular AMP Committee Meeting: Wednesday, April 29, 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.
10. 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 January 28, 2026**

**Members Present:** Jeff Gee, Margaret Abe-Koga (Vice Chair, arrived at 3:33 pm),  
Steve Heminger (Chair)

**Staff Present:** J. Baker, M. Bouchard, D. Chazan, A. Feng, C. Fromson, J. Harrison,  
L. Lumina-Hsu, D. Ryan

**1. Call to Order**

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

**2. Roll Call**

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

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

Chair Heminger led the Pledge of Allegiance.

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

Roland commented on regional transportation funding allocations and budget discrepancies.

Adrian Brandt commented on ongoing Clipper 2 issues and impacts to ridership and fare enforcement.

*Director Abe-Koga arrived at 3:33 pm.*

**5. Approval of Meeting Minutes for September 24, 2025**

Motion/Second: Gee/Abe-Koga

Ayes: Gee, Abe-Koga, Heminger

Noes: None

**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**

Dahlia Chazan, Chief, Rail Planning, and Bay Area Rapid Transit District (BART) Silicon Valley Phase 2 Program: Tom McGuire, Chief Megaprojects Officer, and Erica Roecks, Deputy Director of External Affairs, provided the presentation that included the following:

- Program interface with Caltrain at Diridon Station and Santa Clara Station/Newhall Yard

- Updated reimbursement and payment structure; Caltrain will not advance its own funds
- Phase II adds six miles of rail (five-mile subway, four new stations) to connect San Francisco, Oakland, and San Jose
- West Portal site construction progress and protective measures near Caltrain tracks

Staff provided further clarification in response to the Committee comments and questions, which included the following:

- Approval of agreement amendment clarifies responsibilities and enables project progress
- Larger drawdown account benefits for construction activities
- Need for conflict adjudication and preemption process for overlapping projects
- 15-year program schedule and complexity of single-phase tunneling
- Minimal Caltrain service impacts expected, monitoring continues
- Federal funding timeline; Full Funding Grant Agreement (FFGA) expected by 2027

Motion/Second: Abe-Koga/Gee

Ayes: Gee, Abe-Koga, Heminger

Noes: None

#### Public Comment

Roland commented on funding sources, construction impacts on Caltrain assets, and proper track monitoring methods.

Adrian Brandt commented on regional rail expansion, including service overlap, funding concerns, and potential cost reductions.

### **7. Receive State and Federal Legislative Update and Consider Position on Legislation: House of Representatives (H.R.) 3647 (Mullen)**

Jason Baker, Director of Government and Communication Affairs, and Devon Ryan, Government Affairs Officer, provided the presentation that included the following:

Federal

- Appropriations and community project requests
- H.R. 3647 Study on Artificial Intelligence (AI) for Enhanced Crossing Safety (SAFE CROSS) Act aligns with Caltrain safety goals

State

- \$3 billion budget deficit projected; Cap-and-Invest Tier 3 priorities received less funding
- State Loan Agreement reached with California Department of Finance and Metropolitan Transportation Commission (MTC) for \$590 million
- Senate Bill (SB) 667: Freight rail requires wayside detectors every 10 miles; affecting Caltrain operations Assembly Bill (AB) 1372: Regenerative braking energy compensation

not moving forward this year; no compensation on distribution side with Pacific Gas and Electric Company (PG&E)

- SB 63: Phase one of efficiency review analysis underway

Motion/Second: Abe-Koga/Gee

Ayes: Gee, Abe-Koga, Heminger

Noes: None

#### Public Comment

Roland commented on Transit and Intercity Rail Capital Program (TIRCP) funds to secure the \$750 million transit loan.

Adrian Brandt recommended automated enforcement to improve railroad crossing safety.

#### **8. Receive Update on Diridon Program Long-Term Governance**

Marian Lee, Caltrain Diridon Station Program Director, Richard Clarke, Former Regional Transportation District (RTD) Assistant General Manager and Los Angeles Metro Chief Program Officer, provided the presentation that included the following:

- Contextual information on the proposal to set up a Diridon Program Construction Authority
- Efforts on advancing the Construction Authority, including regional governance considerations raised by Andy Fremier, Executive Director, MTC
- Legislative and regulatory considerations that need to be studied and evaluated in order to advance the Diridon Program Construction Authority

Richard Clarke provided information on peer review support for a construction authority. He highlighted the benefits of having a focused construction authority to deliver the Diridon Program. He discussed how such a model was used for the Denver Union Station project. He noted that establishing a separate entity from RTD to deliver the project was an institutional challenge, but at the end of the day, it resulted the successful outcome of building the new station.

Jessica Zenk, Deputy Director of City of San Jose, Department of Transportation, spoke in support, noting key stakeholder input, on setting up a construction authority for the Diridon Program

Andy Fremier, Executive Director, MTC, spoke about regional challenges for capital projects, including funding competition and limited staffing and proposed that the construction authority should be established as a regional body, rather than Diridon Program -specific.

Staff provided further clarification in response to the Committee comments and questions, which included the following:

- More thinking was required about the scope of the construction authority and whether it should go beyond Diridon, but discussion regarding regional construction authority should not further delay establishment of a construction authority for Diridon
- Consider option that would allow moving forward with Diridon while retaining the ability to use the authority for other projects in the future
- Priority to advance a Diridon construction authority now
- Requested that Mr. Fremier present a written proposal for a regional construction authority and not wait for such proposal to move forward with Diridon construction authority
- Proposal needed a legislative champion

Public Comment

Roland commented on international transit project delivery approaches.

**9. Receive Update on the Corridor Crossing Strategy**

Item to be heard at the JPB Board of Directors Meeting.

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

**11. Date/Time of Next Regular AMP Committee Meeting:** Wednesday, February 25, 2026 at 3:30 pm.

**12. Adjourn** - The meeting adjourned at 5:22 pm.

**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: April 2026 JPB Board of Directors Meeting  
Subject: **Receive State and Federal Legislative Update and Consider Position on  
Legislation: Senate Bill (SB) 667 (Archuleta)**

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) of the Peninsula Corridor Joint Powers Board.

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

1. Senate Bill (SB) 667 (Archuleta) - Wayside Detectors

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

The Board is asked to consider a position on the state legislation, SB 667 (Archuleta), which would require wayside detectors at prescribed intervals and impose operational limits on freight railroads if detectors are not installed.

**Budget Impact**

There is no impact on the budget.

Prepared By:	Devon Ryan	Government and Community Affairs Officer	03/16/2026
	Isabella Conferti	Government and Community Affairs Specialist	03/16/2026



March 12, 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 – April 2026**

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***General Update***

The deadline for legislators to introduce new bills in the second year of the 2025-26 Regular Legislative Session was February 20. In total, legislators introduced 1,800 bills this year, which must be acted on before the Legislature adjourns for final recess on August 31. As is typical, legislators introduced many bills as “spot” bills (i.e. placeholder legislation), which will need to be amended before they can be heard in the Legislature’s policy committees. The Assembly requires spot bills to be amended by March 16 and the Senate by March 25. Also, bills must be in print for 30 days before they may be heard in a policy committee. As of the drafting of this report, the rules committees in each house have referred most bills to their policy committee(s) and these committees are beginning to hold hearings, which will inform which bills move forward this year.

Alongside this early activity on new state legislation, the Legislature’s budget committees and subcommittees are beginning to hold hearings to review the proposals included in the Governor’s proposed Fiscal Year 2026-27 budget. Already, these committees are beginning to discuss the impact of the state’s improved fiscal outlook on these proposals. In mid-May, the Governor will release his “May Revise,” an update to his January proposed budget. This will kick off final negotiations between the Governor, Senate, and Assembly to finalize the budget agreement. The budget must be passed by June 15, in advance of the new fiscal year, which begins on July 1.

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

***Legislators Push Back on Governor’s Proposed Budget***

Last month, we reported that the Governor’s proposed FY 2026-27 budget projected decreased funding for the Transit and Intercity Rail Capital Program and Low Carbon Transit Operations Program and zeroed out \$230 million in planned funding for the Zero-Emission Transit Capital Program.

On March 6, a dozen legislators, acting in response to the Governor’s proposed budget, submitted statewide budget requests to budget leadership in their respective houses, urging the Legislature to include critical transit funding in the FY 2026-27 budget.

These letters, which mirror the priorities of the California Transit Association (the trade association to which Caltrain belongs), specifically call on the Legislature to:

- Appropriate the planned investment of \$230 million in Greenhouse Gas Reduction Fund (GGRF) dollars for the Zero-Emission Transit Capital Program in FY 2026-27;
- Reaffirm the state's commitment to appropriate \$460 million in GGRF dollars to the ZETCP in FY 2027-28; and,
- Establish funding certainty for the Transit and Intercity Capital Program and Low Carbon Transit Operations Program.

As noted above, budget and budget subcommittee hearings are just getting underway and no final decisions on the budget will be made until this summer.

### ***CalSTA Releases TIRCP Cycle 8 Guidelines and Call for Projects***

On February 23, the California State Transportation Agency (CalSTA) released [final guidelines](#) and a [call for projects](#) for the Transit and Intercity Rail Capital Program (TIRCP) Cycle 8.

The call for projects details the application requirements and procedures to apply for funding under the program. TIRCP Cycle 8 will program projects starting with the Fiscal Year (FY) 2026-27 and ending with the FY 2030-31. The new program cycle will include previously awarded and active projects that have not been fully allocated by the end of the FY 2025-26 fiscal year, and projects selected from Cycle 8. The new capacity available for Cycle 8 is currently estimated at least \$950 million, but could be adjusted based on auction proceeds and changing cash flow requirements of already awarded projects between now and the September 2026 award announcement.

Applications are due May 18, 2026, and CalSTA expects to announce awards no later than September 18, 2026.

### ***Business and Taxpayer Advocates Submit Signature to Qualify the Local Taxpayer Protection Act***

On February 25, a coalition of business and taxpayer advocates announced that they had submitted signatures to the Secretary of State to qualify the [Local Taxpayer Protection Act](#) for the November 2026 statewide ballot.

According to the coalition, the measure would "reaffirm voter protections against higher local taxes and ensure greater transparency and accountability before new taxes are imposed." Specifically, the act would prohibit local governments from imposing special taxes, including those taxes passed by way of a voter initiative, from being approved unless these taxes secure a two-thirds vote of the electorate. Additionally, the measure would nullify any prior taxes passed at a lower threshold two years from the approval of the act. The coalition is comprised of the California Business Roundtable, California Business Properties Association, Howard Jarvis Taxpayers Association, and California Taxpayers Association. If passed, the measure could impact the Bay Area Regional Measure, authorized by SB 63 (Wiener). For more information, see the press release [here](#).

### ***Bills of Interest***

#### **SB 667 (Archuleta) Railroad Wayside Detectors – RECOMMEND OPPOSE**

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 also prohibits freight trains from traveling faster than 10 miles per hour in areas without wayside detectors. This bill would have a significant impact on Caltrain scheduling and reliability. The California Transit Association is opposing the

bill and leading the fight to secure favorable amendments. ***In the Assembly, pending referral to policy committee.***

**SB 1136 (Blakespear) Special Events Service Requirements – WATCH**

This bill would require public agencies which provide commuter rail service and connect to another rail service to adopt a special events service plan for all events held within one mile of their station which are reasonably expected to generate increased trips. The bill would also make this service plan a condition of receiving State Rail Assistance funding. The service plan must include schedules to access the special event without needing to transfer, ticket interoperability, and other requirements.

Furthermore, this bill would require joint powers boards, who administer *state*-funded intercity rail service, to ensure supplemental service is provided for major event (once again within one mile of passenger rail stations). The California Transit Association is leading the effort to coordinate a group of affected agencies, including Caltrain, to draft proposed amendments to the legislation. ***In the Senate Transportation Committee.***

**AB 1198 (Haney) Prevailing Wage – WATCH**

This bill impacts public works contracts by requiring that any change in prevailing wage rates be applied biannually to *all* public works contracts awarded, until the projects' completion, as determined by the Director of Industrial Relations. The bill also allows contractors, awarding bodies, or their representatives to file a verified petition within 20 days to review a rate determination. The Director must then investigate or hold a hearing and issue a final determination within 20 days, which is sent to the awarding body and interested parties. ***In the Senate, pending referral to policy committee.***

**AB 1383 (McKinnor) PEPR Act Compensation Limits – WATCH**

This bill makes several changes to the Public Employees' Pension Reform Act (PEPRA) of 2013, a bill passed in 2012 to reform public employee retirement systems and help local agencies better manage future pension costs. First, AB 1383 authorizes a public employer and labor organization to negotiate an increase to Defined Benefit retirement formulas for *safety* plan members. This change would impact only public safety employees (e.g. police, firefighters) and would not impact most transit agencies, unless they manage their own police force. However, the bill also requires retirement systems subject to PEPRA *which are not enrolled in the social security program* to increase their compensation limit from 120% to 135% -- thus increasing those systems' pension obligations. Systems with employees enrolled in social security would see no change. ***In the Senate, pending referral to policy committee.***

**AB 1421 (Wilson) Vehicles: Road Usage Charge Technical Advisory Committee – WATCH**

This bill would require the California Transportation Commission, in consultation with the California State Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. This bill would require the commission to submit a report to the Legislature on the research and recommendations by no later than January 1, 2027. ***In the Senate, pending referral to policy committee.***

**AB 1599 (Ahrens) California Transit Stop Registry – WATCH**

This bill would require the Department of Transportation to create the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops by December 31, 2026. Additionally, this bill would require all transit operators that qualify for the funding under the Mills-Alquist-Deddeh Act to ensure that the name, location, of each of their transit stops are accurately reflected in the California Transit Stop Registry. ***In the Assembly Transportation Committee.***

## Caltrain Bill Matrix as of Thursday, March 12, 2026

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 942</a> <a href="#">Calderon D</a></p> <p>Electricity: climate credits.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms in regulating those emissions. The implementing regulations adopted by the state board provide for the direct allocation of greenhouse gas allowances to electrical corporations pursuant to a market-based compliance mechanism. Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations. Existing law requires the PUC to continue a program of assistance to low-income electric and gas customers with annual household incomes that are no greater than 200% of the federal poverty guidelines, as specified, which is referred to as the California Alternate Rates for Energy (CARE) program. Existing law also requires the PUC to continue a program of assistance to residential customers of the state's 3 largest electrical corporations consisting of households of 3 or more persons with total household annual gross income levels between 200% and 250% of the federal poverty guideline level, which is referred to as the Family Electric Rate Assistance (FERA) program. Existing law, except as provided, requires revenues received by an electrical corporation as a result of the direct allocation of greenhouse gas allowances to be credited directly to residential, small business, and emissions-intensive trade-exposed retail customers of the electrical corporation, commonly known as the California Climate Credit. This bill would exclude residential customers from receiving the California Climate Credit if they are not enrolled in the CARE or FERA program and their total electricity bills for the previous year were less than \$300. This bill contains other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1198</a> <a href="#">Haney D</a></p> <p>Public works: prevailing wages.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under existing law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. Under existing law, that determination does not apply to public works contracts for which the notice to bidders has been published. This bill would instead state, commencing July 1, 2027, 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, 2027. 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. The bill would exempt certain housing projects from these provisions, including, among others, projects that are restricted by deed or subject to regulatory restrictions contained in an agreement with a governmental agency or other recorded document, as specified.</p>	
<p><a href="#">AB 1331</a> <a href="#">Elhawary D</a></p> <p>Workplace surveillance.</p>	<p>This is a two-year bill.</p>	<p>Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state the enforcement of which is not specifically vested in any other officer, board or commission. This bill would limit the use of workplace surveillance tools, as defined, by employers, including by prohibiting an employer from monitoring or surveilling workers in employee-only, employer-designated areas, as specified. The bill would provide workers with the right to leave behind workplace surveillance tools that are on their person or in their possession when entering certain employee-only areas and public bathrooms and during off-duty hours, as specified. The bill would prohibit a worker from removing or physically tampering with any component of a workplace surveillance tool that is part of or embedded in employer equipment or vehicles. This bill would subject an employer who violates the bill to a civil penalty of \$500 per violation and would authorize a public prosecutor to bring specified enforcement actions.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1337</a> <a href="#">Ward D</a></p> <p>Information Practices Act of 1977.</p>	<p>This is a two-year bill.</p>	<p>Existing law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to, among other things, remove that exemption for local agencies, and would revise and expand the definition of “personal information.” The bill would make other technical, nonsubstantive, and conforming changes. Because the bill would expand the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 1383</a> <a href="#">McKinnor D</a></p> <p>Public employees’ retirement benefits: safety members.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>The Public Employees’ Retirement Law (PERL) establishes the Public Employees’ Retirement System (PERS) to provide a defined benefit to members of the system based on final compensation, credited service, and age at retirement, subject to certain variations. Existing law creates the Public Employees’ Retirement Fund, which is continuously appropriated for purposes of PERS, including depositing employer and employee contributions. Under the California Constitution, assets of a public pension or retirement system are trust funds. The California Public Employees’ Pension Reform Act of 2013 (PEPRA) establishes a variety of requirements and restrictions on public employers offering defined benefit pension plans. In this regard, PEPRA restricts the amount of compensation that may be applied for purposes of calculating a defined pension benefit for a new member, as defined, by restricting it to specified percentages of the contribution and benefit base under a specified federal law with respect to old age, survivors, and disability insurance benefits. Existing law, the Teachers’ Retirement Law, establishes the State Teachers’ Retirement System (STRS) and creates the Defined Benefit Program of the State Teachers’ Retirement Plan, which provides a defined benefit to members of the program, based on final compensation, creditable service, and age at retirement, subject to certain variations. This bill, on and after January 1, 2027, would require a retirement system subject to PEPRA to adjust pensionable compensation limits to be consistent with specified percentages of the contribution and benefit base under the specified federal law with respect to old age, survivors, and disability insurance benefits. The bill would require a new member of STRS to be subject to specified limits of the Teachers’ Retirement Law. This bill contains other related provisions and other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1421</a> <a href="#">Wilson</a> D</p> <p>Vehicles: Road Usage Charge Technical Advisory Committee.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Existing law repeals these provisions on January 1, 2027. This bill would 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.</p>	<p>Watch</p>
<p><a href="#">AB 1564</a> <a href="#">Ahrens</a> D</p> <p>Employer-employee relations: confidential communications.</p>	<p>This bill is in the Assembly Public Employment &amp; Retirement Committee.</p>	<p>Existing law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation. The bill would also prohibit a public employer from compelling a public employee, a representative of a recognized employee organization, or an exclusive representative to disclose those confidential communications to a third party. The bill would not apply to a criminal investigation or when a public safety officer is under investigation and certain circumstances exist.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1578</a> <a href="#">Jackson</a> D</p> <p>State and local officials: antihate speech training.</p>	<p>This bill is in the Assembly Local Government Committee.</p>	<p>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.</p>	<p>Watch</p>
<p><a href="#">AB 1599</a> <a href="#">Ahrens</a> D</p> <p>Public transit: California Transit Stop Registry: transit datasets.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>Existing law establishes the Department of Transportation and vests it with various powers and duties. This bill would require the department to create, on or before December 31, 2026, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop’s name, location, available amenities, and unique identifier, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 1608</a> <a href="#">Wilson</a> D</p> <p>Office of the Inspector General, High-Speed Rail.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law creates the High-Speed Rail Authority Office of the Inspector General and authorizes the High-Speed Rail Authority 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 authorizes the Inspector General to select, appoint, and employ officers and employees necessary to carry out the functions of the office, as specified. This bill would rename the office as the Office of the Inspector General, High-Speed Rail and revise the title of the Inspector General as the Inspector General of the High-Speed Rail. This bill would authorize the Inspector General to adopt and make use of the classifications, associated salary ranges, and other forms of compensation established or otherwise used by other state agencies identified by the Inspector General as performing comparable oversight work, as specified. This bill would authorize the Inspector General to contract for goods and services that the Inspector General deems necessary for the furtherance of the purposes of the office. For a contract up to \$1,000,000 in value, the bill would exempt the Inspector General from all contract requirements of the Public Contract Code that require oversight, review, or approval by the Department of General Services or any other state agency. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1624</a> <a href="#">Zbur D</a></p> <p>Public Lands Protection Act.</p>	<p>Pending referral to policy committee.</p>	<p>The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries that bears relation to its planning. Existing law authorizes the legislative body of a county or city to adopt ordinances that, among other things, regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes, as provided. For these purposes, existing law authorizes the legislative body to divide a county or city into zones, but requires that regulations adopted be uniform for each class or kind of building or use of land throughout each zone. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare 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. This bill, the Public Lands Protection Act, would, upon transfer to any private or nonfederal entity of a parcel of land located within the state that is owned by the United States government on or after January 1, 2025, and that has been designated in an adopted general plan or zoning ordinance as open space, public land, resource conservation, or an equivalent conservation-oriented designation, immediately subject that parcel to the zoning designation and associated state and local restrictions. The bill would also, upon transfer of a parcel of land located within the state that is owned by the United States government on or after January 1, 2025, and that has not been designated in an adopted general plan or zoning ordinance at the time of transfer to any private or nonfederal entity, automatically subject that parcel to the most restrictive conservation-oriented zoning designation currently applied in the jurisdiction, by operation of law. The bill would prohibit a parcel of land governed by these provisions from being rezoned, subdivided, or granted any development entitlement that is inconsistent with a conservation-oriented zoning designation, unless certain requirements are satisfied, including that a full environmental impact report is completed in accordance with CEQA. Notwithstanding these provisions, the bill would require electric infrastructure and clean energy facilities necessary to achieve California’s climate and decarbonization goals to be deemed permitted uses in a conservation-oriented zoning designation if certain conditions are met. The bill would also exempt certain other parcels from these provisions. This bill contains other related provisions.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1630</a> <a href="#">Caloza D</a></p> <p>Meet and confer: observation.</p>	<p>This bill is in the Assembly Public Employment &amp; Retirement Committee.</p>	<p>Existing law provides for negotiations concerning wages, hours, and other terms and conditions of employment between a higher education employer and an exclusive representative of a recognized or certified employee organization, as these terms are defined. Existing law requires higher education employers, or such representatives as they may designate, to engage in meeting and conferring with the employee organization selected as exclusive representative of an appropriate unit on all matters within the scope of representation. Existing law requires a reasonable number of representatives of an exclusive representative to have the right to receive reasonable periods of released or reassigned time without loss of compensation when engaged in meeting and conferring and for the processing of grievances prior to the adoption of the initial memorandum of understanding. This bill would authorize an exclusive representative, in their discretion, to invite one or more members of a bargaining unit to remotely and passively observe a session held for the purpose of a meet and confer on a memorandum of understanding. The bill would prohibit, absent an agreement of the parties, a member of a bargaining unit observing a session pursuant to these provisions from receiving released or reassigned time or compensation to observe a session.</p>	<p>Watch</p>
<p><a href="#">AB 1654</a> <a href="#">DeMaio R</a></p> <p>Vehicles: commercial driver's licenses.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law prohibits a person from operating a commercial motor vehicle unless that person has in their immediate possession a valid commercial driver's license of the appropriate class. Existing law requires a person to pass a knowledge test and driving test for the operation of a commercial motor vehicle that complies with minimum federal standards, as specified, before being issued a commercial driver's license. This bill would require the Department of Motor Vehicles, before issuing or renewing a commercial driver's license, to verify the applicant's lawful presence in the United States, as specified. The bill would require the department to revoke any commercial driver's license issued to a person subsequently determined to be unlawfully present in the United States, as specified.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1837</a> <a href="#">González,</a> <a href="#">Mark</a> D</p> <p>Video imaging of parking violations.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>Existing law authorizes a public transit operator in the state, until January 1, 2027, and authorizes the City and County of San Francisco indefinitely, to enforce parking violations in specified transit-only traffic lanes and at transit stops through the use of video imaging, and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a public transit operator, prior to issuing notices of parking violations, to issue warning notices for the first 60 days and to make a public announcement of the program. Existing law requires a designated employee, or a contracted law enforcement agency, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane or at a transit stop and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law requires a public transit operator that implements an automated enforcement system to enforce parking violations in transit-only traffic lanes and at transit stops to submit a report to specified committees of the Legislature by no later than January 1, 2025. This bill would extend the authorization for the use of video imaging to enforce parking and stopping violations indefinitely and would expand the types of violations to include stopping or parking on the roadway side of a vehicle stopped, parked, or standing, as specified, or unlawfully stopping or parking in a bikeway. The bill would require that a public transit operator issue warnings for 60 days prior to issuing notices of violations when it uses video imaging for enforcement of a violation that it has not previously used video imaging to enforce. The bill would require that a public transit operator that used video imaging to enforce parking violations who has not had a system in operation at any time prior to January 1, 2027, to report to the Legislature until January 1, 2031, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 1838</a> <a href="#">Berman</a> D</p> <p>Public contracts: local agencies: responsive bidders.</p>	<p>This bill is in the Assembly Labor &amp; Employment Committee.</p>	<p>Existing law governs the procurement process for contracts of specified public entities. Existing law requires a local agency that requires that contracts be awarded to the lowest responsible bidder meeting, or making a good faith effort to meet, participation goals for minority, women, or disabled veteran business enterprises to provide in the general conditions under which bids will be received that any person making a bid or offer to perform a contract shall include specified information in that bid or offer. This bill would require a contractor, as a condition of submitting a bid to a local agency, as specified, to fully disclose any history of wage-and-hour violations and provide supporting documentation, as described. The bill would authorize a contractor that fails to provide the required disclosures and supporting materials to be disqualified from the bid.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1855</a> <a href="#">Gonzalez, Jeff R</a>  California Environmental Quality Act: exemption: passenger rail service.</p>	<p>This bill is in the Assembly Natural Resources Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2040, exempts from its requirements certain projects for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, as provided. CEQA requires, for purposes of this exemption, that the project be located entirely within an existing rail right-of-way or existing highway right-of-way, as provided. This bill would instead eliminate the condition that the public project be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, thereby expanding the scope of the exemption. The bill would require, for purposes of the exemption, the mainline rail of the project, instead of the whole project, to be located entirely within an existing right-of-way or existing highway right-of-way. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1859</a> <a href="#">Ortega D</a> Public works.</p>	<p>This bill is in the Assembly Labor &amp; Employment Committee.</p>	<p>Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works. Existing law defines “public works,” for the purposes of regulating public works contracts as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Existing law makes any officer, agent, or representative of the state or of any political subdivision who willfully violates specified provisions, including providing notice of certain public works projects, as specified, to the Department of Industrial Relations, guilty of a misdemeanor. Existing law requires the Labor Commissioner to investigate allegations that a contractor or subcontractor violated the law regulating public works projects, including the payment of prevailing wages. Existing law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. This bill would require an awarding body or owner to give reasonable access, as defined, to representatives of a joint-labor management committee in order to monitor compliance with the prevailing wage and apprenticeship requirements. The bill would authorize the committee to bring an action against an awarding body, contractor, or subcontractor that willfully denies the committee’s representative reasonable access. The bill would require the court to award various civil penalties and costs, as specified. By expanding the definition of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 1941</a> <a href="#">González,</a> <a href="#">Mark D</a> Organized metal theft.</p>	<p>This bill is in the Assembly Public Safety Committee.</p>	<p>Existing law makes a person who is a dealer in or collector of junk, metals, or secondhand materials, or their agent, employee, or representative, who buys or receives any wire, cable, copper, lead, solder, mercury, iron, or brass that the person knows or reasonably should know is used by or belongs to specified entities, including a railroad, certain utility companies, or a public entity engaged in furnishing public utility service, without using due diligence to ascertain that the person selling or delivering that material has a legal right to do so, guilty of criminally receiving that property and, in addition to imprisonment, makes that act punishable by a fine of not more than \$5,000. This bill would prohibit organized metal theft, described as acting in concert with one or more persons to steal metal materials from one or more of specified materials and items, acting in concert with 2 or more persons to receive, purchase, or possess those metal materials knowing or believing it to have been stolen, acting as an agent of another to steal those metal materials as part of an organized plan to commit theft, or recruiting, coordinating, organizing, supervising, directing, managing, or financing another to undertake acts of theft of metal. The bill would make a violation of organized metal theft punishable as either a misdemeanor or a felony. The bill would make related findings and declarations and state the intent of the Legislature. By creating new crimes, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1944</a> <a href="#">Lee</a> D</p> <p>Zero-emission transit buses: axle weight.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>Existing law prohibits the maximum gross weight on any one axle of a bus from exceeding 20,500 pounds, except the maximum limit for the curb weight on any one axle of a transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2019, is set at 22,000 pounds. Existing law, notwithstanding the previous provisions, sets specified higher maximum limits up to 25,000 pounds for the curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued during specified periods between January 1, 2016, and December 31, 2021, inclusive, and sets the 22,000-pound maximum limit for an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2022. A violation of this provision is a crime. This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031 inclusive.</p>	<p>Watch</p>
<p><a href="#">AB 1967</a> <a href="#">Zbur</a> D</p> <p>Juveniles.</p>	<p>This bill is in the Assembly Judiciary Committee.</p>	<p>Existing law establishes the jurisdiction of the juvenile court, which may adjudge a child to be a dependent of the court under certain circumstances, including when the child suffered, or there is a substantial risk that the child will suffer, serious physical harm. Existing law establishes the grounds for removal of a dependent child from the custody of the child’s parents or guardian. Under existing law, a proceeding in the juvenile court to declare a child to be a dependent child of the court is commenced by a social worker who files a petition with the court. Existing law also requires a social worker to investigate whether a petition should be filed with the court whenever any person applies to the social worker to commence proceedings in the juvenile court by affidavit. This bill would require, if an application to commence proceedings is submitted by a minor on their own behalf, and the minor is currently residing at a residential facility for children and youth, the social worker, when conducting a safety assessment or substitute care provider safety assessment, to also assess the safety of the home of those who hold custodial rights of the minor. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 1968</a> <a href="#">Gallagher</a> R</p> <p>Juveniles: transfer to court of criminal jurisdiction: offense.</p>	<p>This bill is in the Assembly Public Safety Committee.</p>	<p>Existing law, as amended by the Public Safety and Rehabilitation Act of 2016, enacted by Proposition 57 at the November 8, 2016, statewide general election, authorizes the district attorney or other prosecuting officer to make a motion to transfer a minor from juvenile court to a court of criminal jurisdiction in a case in which a minor is alleged to have committed a felony when the minor was 16 years of age or older, or in a case in which a specified serious offense is alleged to have been committed by a minor when the minor was 14 or 15 years of age, but the minor was not apprehended prior to the end of juvenile court jurisdiction. This bill would add the crime of conspiracy to commit murder to the list of offenses for which a juvenile may be transferred to a court of criminal jurisdiction pursuant to the above-described provisions.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2190</a> <a href="#">Wallis R</a></p> <p>Internet website accessibility.</p>	<p>This bill is in the Assembly Judiciary Committee.</p>	<p>The Unruh Civil Rights Act requires persons within the jurisdiction of the state to be free and equal and, regardless of the person’s sex, race, color, religion, ancestry, national origin, disability, medical condition, genetic information, marital status, sexual orientation, citizenship, primary language, or immigration status to be entitled to the full and equal accommodations, advantages, facilities, privileges, or services in all business establishments, as prescribed, and makes a violation of the federal Americans with Disabilities Act of 1990 (ADA) a violation of the act. Existing law imposes liability upon a person who denies, aids, or incites a denial of, or makes any discrimination or distinction contrary to, rights afforded by law for actual damages suffered, exemplary damages, a civil penalty, and attorney’s fees, as specified, to any person who was denied the specified rights. Existing law also imposes liability upon a person, firm, or corporation that denies or interferes with admittance to, or enjoyment of, public facilities or otherwise interferes with the rights of an individual with a disability, as specified, for damages and attorney’s fees to a person who was denied those rights. This bill would grant to an entity an affirmative defense to a claim seeking statutory damages under the provisions described above on the basis of a specific accessibility barrier on the entity’s internet website, as defined, if the entity provided evidence to the plaintiff demonstrating within an unspecified number of days of receiving a written pre-lawsuit demand from the plaintiff that either (1) the entity published a digital accessibility report on the accessibility page of its internet website disclosing the specific access barrier and updated that report to reflect remediation of the access barrier or (2) that various things were true regarding the entity’s efforts to identify and remediate access barriers on its internet website, including the entity had a reasonable and good faith basis to believe that the internet website was accessible and conformed with the internet website accessibility standard, as specified. This bill would also prohibit a resource service provider from, in exchange for money or any other form of remuneration, negligently, recklessly, or knowingly construct, license, distribute, or maintain for online use a resource or part of an internet website that causes an entity’s internet website to be inaccessible or not conformant with the internet accessibility standard if the resource or part of the internet website is within the control of the resource service provider to remediate or from making a false representation that a resource or part of an internet website is accessible or conforms to the internet accessibility standard. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2239</a> <a href="#">Carrillo</a> D</p> <p>Infrastructure-constrained energization areas: energization timelines: environmental review.</p>	<p>This bill is in the Assembly Utilities &amp; Energy Committee.</p>	<p>Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations. Existing law requires the PUC to establish reasonable average and maximum target energization time periods, as defined, and a procedure for customers to report energization delays to the PUC, as provided. Existing law requires the PUC to require an electrical corporation to take remedial actions necessary to achieve the PUC’s targets. This bill would require the PUC to require each electrical corporation to meet energization timelines or targets established pursuant to the above-described provisions or by PUC order. The bill would require the PUC to impose a penalty if an electrical corporation fails to meet an energization timeline or target approved or required by the PUC, as provided. This bill would require the PUC to designate an infrastructure-constrained energization area based on objective criteria, including limited distribution or transmission infrastructure relative to available electrical capacity or projected load growth, inland or desert geography, and extended energization timelines. The bill would require the PUC to adopt rules authorizing over-the-fence transactions within infrastructure-constrained energization areas when an electrical corporation cannot reasonably meet energization targets and other specific conditions are met, as specified. The bill would require the PUC, in coordination with the State Energy Resources Conservation and Development Commission (Energy Commission) and local jurisdictions, to establish procedures to facilitate expedited development of electrical generation and energy storage facilities in infrastructure-constrained energization areas, as specified. The bill would require the PUC, in coordination with the Energy Commission, the Office of Land Use and Climate Innovation, and local jurisdictions, to establish procedures to facilitate expedited permitting, siting, and construction of electrical infrastructure owned or operated by an electrical corporation within infrastructure-constrained energization areas, as specified. The bill would require the PUC and the Energy Commission to coordinate with, and advocate before, the Independent System Operator (ISO) for expedited review and prioritization of projects in infrastructure-constrained energization areas, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 2341</a> <a href="#">Fong</a> D</p> <p>Surplus land: transit stops.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law reaffirms the Legislature’s declaration that surplus land, prior to disposition, should be made available for housing for persons and families of low and moderate income, and reaffirms the Legislature’s declaration of the importance of appropriate planning and development near transit stations to encourage the clustering of housing and commercial development around those stations. This bill would revise those declarations related to transit stations to, instead, reaffirm the Legislature’s declaration of the importance of appropriate planning and development near transit stops to encourage the clustering of housing and commercial development around those stops.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2413</a> <a href="#">Ransom</a> D</p> <p>Large-format public advertisements: public expense.</p>	<p>This bill is in the Assembly Elections Committee.</p>	<p>The Political Reform Act of 1974 provides for the comprehensive regulation of campaign financing and activities. The act defines “mass mailing” to mean over 200 substantially similar pieces of mail, and defines “mass electronic mailing” to mean sending more than 200 substantially similar pieces of electronic mail within a calendar month. The act prohibits a mass mailing from being sent at public expense if, among other things, the mailing features an elected officer affiliated with the agency that produces or sends the mailing, or includes the name, office, photograph, or other reference to the elected officer and is prepared or sent in cooperation, consultation, coordination, or concert with the elected officer. This bill would define “large-format public advertisement” as a billboard, wrap on a bus or other public transportation vehicle, advertisement affixed to a bus stop, and other public advertisements designated by the commission by regulation that are larger than those designed to be individually distributed. This bill would prohibit a large-format public advertisement from being published or displayed at public expense if, among other things, the advertisement includes the photograph of an elected officer affiliated with the agency that produces or purchases the large-format public advertisement and is prepared in cooperation, consultation, coordination, or concert with the elected officer. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 2529</a> <a href="#">Johnson</a> R</p> <p>Civil claims: public employees: perjury.</p>	<p>This bill is in the Assembly Judiciary Committee.</p>	<p>Existing law, the Government Claims Act, governs the tort liability and immunity of, and claims and actions against, public entities, officers, and employees. Existing law defines the pleadings in a civil action as the formal allegations by the parties of their respective claims and defenses for the judgment of the court. Existing law requires the verification of certain civil claims and requires the verification of answers to certain verified complaints. Existing law provides that a person verifying a pleading need not swear to the truth or their belief in the truth of the matters stated therein but may, instead, assert the truth or their belief in the truth of those matters under penalty of perjury. This bill would require a civil complaint or cross-complaint filed by an employee or former employee of a public agency seeking monetary damages against the public agency for acts or omissions arising out of or relating to the employment relationship to be verified under penalty of perjury. The bill would require a court to grant a motion to strike the complaint or cross-complaint if the complaint or cross-complaint is not verified by the plaintiff or cross-complainant, as provided. This bill would require a claim presented in accordance with the Government Claims Act by an employee or former employee of a public entity seeking monetary damages against the public entity for acts or omissions arising out of or relating to the employment relationship to include a declaration signed by the claimant under penalty of perjury verifying the core factual allegations supporting the claim. The bill would also require public agency to make a report to the appropriate district attorney if the public agency concludes that there is substantial evidence the person who made the claim committed perjury in signing the claim, and would authorize the district attorney to investigate and take action, as appropriate. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2557</a> <a href="#">Bauer-Kahan</a> D</p> <p>Legislative information system: bill position letters.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law requires the Legislative Counsel, with the advice of the Assembly Committee on Rules and the Senate Committee on Rules, to make certain legislative information available to the public in electronic form, including the text, bill history, and bill status of each bill introduced and amended in each current legislative session and all bill analyses prepared by legislative committees in connection with each bill in each current legislative session. This bill would add all position letters submitted through the Legislature’s internet portal in connection with each bill in each current legislative session to the information the Legislative Counsel is required to make publicly available in electronic form.</p>	<p>Watch</p>
<p><a href="#">AB 2560</a> <a href="#">Schultz</a> D</p> <p>Climate Action Plan for Transportation Infrastructure: goals.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>Existing law provides for the funding of projects on the state highway system and other transportation improvements, including under the interregional transportation improvement program, the Transit and Intercity Rail Capital Program, a program within the Road Maintenance and Rehabilitation Program, commonly known as the Local Partnership Program, the Trade Corridor Enhancement Program, the Active Transportation Program, and the Solutions for Congested Corridors Program. This bill would establish the Climate Action Plan for Transportation Infrastructure (CAPTI) goals, and would authorize the Transportation Agency to update those CAPTI goals, as specified. The bill would require a project under the above-described programs to apply, where feasible, within the fix-it-first approach, the CAPTI goals as established or updated by the agency, as specified.</p>	<p>Watch</p>
<p><a href="#">AB 2659</a> <a href="#">Bains</a> D</p> <p>Vehicles: commercial driver’s license.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law declares the intent of the Legislature to adopt those standards required of drivers by the Federal Highway Administration of the U.S. Department of Transportation, as set forth in the Commercial Motor Vehicle Safety Act of 1986, and to reduce or prevent commercial motor vehicle accidents, fatalities, and injuries by permitting drivers to hold only one license, disqualifying drivers for certain criminal offenses and serious traffic violations, and strengthening licensing and testing standards. This bill would prohibit the Department of Motor Vehicles from revoking, suspending, cancelling, or downgrading a commercial driver’s license based solely on administrative deficiencies or clerical errors created or made by the department, or due to changes in the department’s interpretation of domicile or residency requirements, unless the department provides the licensee with a written notice of intent to revoke, suspend, cancel, or downgrade their license at least 180 days prior to the effective date of the action. The bill would require the department to issue a specified notice to the licensee and to prioritize assisting the licensee in resolving the administrative error or deficiency within the 180 day notice period. The bill would require the department to establish a dedicated process to review documents submitted by the affected licensees to expedite compliance. The bill would authorize the department to grant a one-time extension of up to 90 days and require the extension to be granted if the licensee has taken steps to resolve the deficiency but is unable to complete the process within the 180 day period due to processing delays by the department or a federal agency. The bill would require the extension to be granted if the department determines that the licensee is making a good faith effort to comply, and that the issue is likely to be fully resolved within the extension period. The bill would provide that these provisions are to be implemented only to the extent authorized by federal law.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 117</a> Committee on Budget and Fiscal Review</p> <p>Transit and Intercity Rail Capital Program: loans: transit operating purposes: San Francisco Bay area.</p>	<p>This bill is in the Assembly Budget Committee.</p>	<p>Existing law establishes the Transit and Intercity Rail Capital Program, which is funded in part by a continuously appropriated allocation of a specified portion of the annual proceeds of the Greenhouse Gas Reduction Fund, to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Existing law requires the Transportation Agency to evaluate applications for funding under the program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency. Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, including the San Francisco Bay Area Rapid Transit District and the Alameda-Contra Costa Transit District, with specified powers and duties relating to providing public transit services. This bill would require, on or before July 1, 2026, the Transportation Agency, subject to various requirements, to loan to the Metropolitan Transportation Commission up to \$590,000,000 of funding approved under the program for projects within the San Francisco Bay area. The bill would require the Metropolitan Transportation Commission to use the proceeds of that loan to offer loans, subject to certain conditions, for public transit operating purposes to the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, the Peninsula Corridor Joint Powers Board, and the Alameda-Contra Costa Transit District. By changing the purpose for which continuously appropriated funds may be expended, the bill would make an appropriation. The bill would require the California Transportation Commission, if certain conditions are met, to establish an allocation plan for the awarded projects in the San Francisco Bay area under which future allocations under the program to those projects may be adjusted or deferred during the repayment period of the loan made to the Metropolitan Transportation Commission, as specified. The bill would require a transit operator to use its respective share of specified funding under the State Transit Assistance Program as security for any loan made by the Metropolitan Transportation Commission and would authorize the Metropolitan Transportation Commission to redirect those funds as repayment for an outstanding loan if the specified transit entity fails to make timely loan payments. The bill would make these provisions inoperative upon full repayment of the loan by the Metropolitan Transportation Commission, as specified. To the extent the bill would impose new duties on the Metropolitan Transportation Commission, the bill would impose a state-mandated local program.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 445</a> <a href="#">Wiener D</a></p> <p>High-speed rail: third-party agreements, permits, and approvals: regulations.</p>	<p>This is a two-year bill.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority (authority) to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, relocate highways and utilities, and enter into cooperative or joint development agreements with local governments or private entities, as specified. The act establishes legal procedures for the relocation of publicly and privately owned utility facilities, as defined, when the authority requires any utility to remove any utility facility lawfully maintained in the right-of-way of any high-speed rail property to a location entirely outside the high-speed rail property right-of-way subject to specified conditions. The act authorizes the authority and any utility to enter into a specified agreement or contract to remove or relocate any utility facility that provides for, among other things, the respective amounts of the cost to be borne by each party or that apportions the obligations and costs of each party. Existing law creates the High-Speed Rail Authority Office of the Inspector General (office) and authorizes the High-Speed Rail Authority Inspector General (inspector general) to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Existing law requires the inspector general to submit annual reports to the Legislature and Governor regarding its findings. This bill would require the authority, on or before July 1, 2026, to develop and adopt internal rules, as defined, setting forth standards and timelines for the authority to engage utilities to ensure coordination and cooperation in relocating utility infrastructure or otherwise resolving utility conflicts affecting the delivery of the high-speed rail project. The bill would require the authority to ensure that the internal rules, among other things, identify the circumstances under which the authority would be required seek to enter into a cooperative agreement with a utility that, where relevant, identifies who is responsible for specific utility relocations, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 545</a> <a href="#">Cortese D</a></p> <p>High-speed rail: economic opportunities.</p>	<p>This is a two-year bill.</p>	<p>Existing law establishes the Governor’s Office of Business and Economic Development as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. Existing law creates the High-Speed Rail Authority, with specified powers and duties related to the development and implementation of a high-speed train system. This bill would require the Governor’s Office of Business and Economic Development, on or before January 1, 2027, to commission a study on economic opportunities along the corridor of the California high-speed rail project, as defined, and other high-speed rail projects in California that are planned to directly connect to the California high-speed rail project, as provided, and to submit a progress report to the chairpersons of the Senate Committee on Transportation and the Assembly Committee on Transportation for input. The bill would require, on or before January 1, 2028, the study to be completed and a report on the study’s findings and recommendations to be submitted to the appropriate policy and fiscal committees of the Legislature. The bill would require an infrastructure district, as defined, that uses its revenue to finance the construction of the high-speed rail project to dedicate a majority of its revenue to infrastructure projects within the jurisdiction of the local agencies that establish the district.</p>	<p>Watch</p>
<p><a href="#">SB 555</a> <a href="#">Caballero D</a></p> <p>Workers’ compensation: average annual earnings.</p>	<p>This bill is at the Assembly Desk.</p>	<p>Existing law establishes a workers’ compensation system, administered by the Administrative Director of the Division of Workers’ Compensation, to compensate an employee for injuries sustained in the course of employment. Existing law provides for temporary disability, permanent total disability, or permanent partial disability benefits, among other benefits, for an injured employee and requires the computation of an injured employee’s average annual earnings and average weekly earnings for purposes of determining those disability benefits. Existing law requires, for computing average annual earnings for purposes of permanent partial disability indemnity, that average weekly earnings be taken at various amounts, including between \$240 and \$435 for injuries occurring on or after January 1, 2014, except as specified. This bill would require, for computing average annual earnings for purposes of permanent partial disability indemnity, that average weekly earnings be taken at between \$____ and \$____ for injuries occurring on or after January 1, 2027.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 667</a> <a href="#">Archuleta D</a></p> <p>Railroads: safety: wayside detectors.</p>	<p>This bill is at the Assembly Desk.</p>	<p>The existing Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce. This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train, require that each wayside detector system include a hot wheel bearing detector, and prescribe the maximum spacing for individual detection devices along a continuous track. The bill would define “wayside detector system” to mean an electronic device or series of connected devices that scans passing freight trains and their component equipment and parts for defects. The bill would require the Public Utilities Commission to adopt rules and processes to implement these provisions, including a penalty of not less than \$25,000 for violating these provisions, as provided. The bill would not apply to a class II or class III carrier that has a speed limit of 10 miles per hour or less.</p>	<p>Recommend Oppose</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 741</a> <a href="#">Blakespear</a> D</p> <p>Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.</p>	<p>This is a two-year bill.</p>	<p>The California Coastal Act of 1976, which is administered by the California Coastal Commission, requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit from a local government or the commission. Existing law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways, as provided. This bill would expand that exemption to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor, as provided. This bill would make legislative findings and declarations as to the necessity of a special statute for the Los Angeles-San Diego-San Luis Obispo Rail Corridor.</p>	<p>Watch</p>
<p><a href="#">SB 908</a> <a href="#">Wiener</a> D</p> <p>Housing development: transit-oriented development.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law generally regulates the development of transit-oriented housing developments near transit-oriented development stops. Existing law defines various terms for these purposes. Existing law requires the Department of Housing and Community Development to oversee compliance with those provisions, authorizes a local government to enact an ordinance to make its zoning code consistent with those provisions, as specified, and requires each metropolitan planning organization to create a map of transit-oriented development stops and zones within its region by tier, as specified. This bill would state the intent of the Legislature to enact subsequent legislation that would make technical and clarifying changes to those laws governing transit-oriented development, and to add a select set of San Francisco Bay area ferry terminals to the scope of those provisions.</p>	<p>Watch</p>
<p><a href="#">SB 929</a> <a href="#">Jones</a> R</p> <p>State Energy Resources Conservation and Development Commission: chair: report to the Legislature.</p>	<p>This bill is in the Senate Energy, Utilities &amp; Communications Committee.</p>	<p>Existing law establishes the State Energy Resources Conservation and Development Commission consisting of 5 members and establishes various duties and responsibilities of the commission relating to energy usage in the state. Existing law requires the Governor to designate a chair of the commission and requires the chair to direct the public advisor, the executive director, and other staff of the commission in the performance of their duties in conformance with the policies and guidelines established by the commission. This bill would require the chair of the commission to appear annually before the appropriate policy committees of the Legislature to report on activities of the commission, as specified.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 935</a> <a href="#">Choi R</a></p> <p>Local agency design-build projects: authorization.</p>	<p>This bill is in the Senate Local Government Committee.</p>	<p>Existing law authorizes a local agency, as defined, with approval of its governing body, to procure design-build contracts for public works projects in excess of \$1,000,000, awarding the contract either to the lowest bid or the best value. Existing law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing local agencies to use the design-build procurement process are repealed on January 1, 2031. This bill would repeal the above-described January 1, 2031, repeal date, thereby extending the operation of these provisions indefinitely. By indefinitely extending provisions that would otherwise be repealed on January 1, 2031, the bill would expand the crime of perjury, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 939</a> <a href="#">Laird D</a></p> <p>Public employees' retirement: death benefits.</p>	<p>This bill is in the Senate Labor, Public Employment &amp; Retirement Committee.</p>	<p>The Public Employees' Retirement Law (PERL) creates the Public Employees' Retirement System (PERS), which provides a defined benefit to members of the system based on final compensation, credited service, and age at retirement, subject to certain variations. PERL vests management and control of PERS in the Board of Administration. Under that law, members may make certain elections, including elections to purchase service credit for various types of public service, upon payment of additional contributions. Existing law establishes procedures governing the treatment of unpaid balances under an election when a basic death benefit becomes payable before a member has completed making the total payment. Existing law establishes other procedures governing unpaid balances when a special death benefit is payable or a member retires for industrial disability. Existing law provides that any unpaid balance at a member's retirement for service or ordinary disability or at death, with respect to certain preretirement death benefits, may be subject to specified provisions governing service credit, when payment of the balance would not increase the allowance payable. This bill would specify that the above-described provision does not apply to industrial disability payments. The bill would make various other technical and nonsubstantive changes to the above provisions.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 994</a> <a href="#">Cabaldon</a> D</p> <p>Local government: nondisclosure agreements.</p>	<p>This bill is in the Senate Judiciary Committee.</p>	<p>Existing law, the legislative code of ethics, prohibits Members of the Legislature from entering into, or requesting that another party enter into, a nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation. Existing law also makes any nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation entered into after January 1, 2026, void and unenforceable. Existing law provides an exception for nondisclosure agreements, or portions thereof, that prevent only the disclosure of trade secrets, financial information, or proprietary information, as specified. This bill would prohibit a local government official acting in their official capacity from entering into, or requesting that another individual enter into, a nondisclosure agreement relating to public business that precludes their ability to share information with fellow local government officials serving on the same council, board, commission, district, or agency. The bill would require a local government official in violation of that provision to, among other things, disclose the existence of the nondisclosure agreement, as specified, and would provide that these requirements imposed on a local government official also apply to a local government official acting in their official capacity who entered into, or requested that another individual enter into, a nondisclosure agreement described above before January 1, 2027. By imposing additional duties on local government officials, the bill would impose a state-mandated local program. The bill would also make any nondisclosure agreement relating to public business that precludes the ability of a local government official to share information with fellow local government officials serving on the same council, board, commission, district, or agency and that is entered into after January 1, 2027, void and unenforceable. The bill would prohibit staff of a local government official acting in their official capacity from entering into, or requesting that another individual enter into, a nondisclosure agreement relating to public business that precludes their ability to share information with the local government official who they serve under. The bill would also make any nondisclosure agreement relating to public business that precludes the ability of any staff of a local government official acting in their official capacity to share information with the local government official who they serve under and that is entered into after January 1, 2027, void and unenforceable. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1008</a> <a href="#">Ochoa Bogh</a> R</p> <p>California Environmental Quality Act: exemption: railroad grade crossing closure.</p>	<p>This bill is in the Senate Environmental Quality Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts certain projects from its requirements and authorizes a lead agency, if it determines a certain project is exempt from CEQA, to file a notice of exemption, as provided. This bill would exempt from CEQA the closure of a railroad grade crossing by order of the Public Utilities Commission if the commission finds the crossing to present a threat to public safety. The bill would provide that the exemption is inapplicable to any crossing for high-speed rail or any crossing for a project carried out by the High-Speed Rail Authority. The bill would require the lead agency to file the notice of exemption with specified public entities, as provided. Because the bill would impose additional duties on lead agencies with regards to the filing of the notice of exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 1035</a> <a href="#">Strickland</a> R</p> <p>Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.</p>	<p>This bill is in the Senate Environmental Quality Committee.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act 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. 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. This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. This bill would direct the Controller to transfer a specified amount from the General Fund to the Greenhouse Gas Reduction Fund. By transferring General Fund moneys to a partially continuously appropriated fund, this bill would make an appropriation. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1087</a> <a href="#">Cabaldon</a> D</p> <p>Transportation planning: sustainable communities strategies: Road Maintenance and Rehabilitation Program: local planning grants.</p>	<p>This bill is in the Senate Environmental Quality Committee.</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt every 4 years, except as provided, regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. This bill would instead require, on and after January 1, 2027, every 2nd regional transportation plan prepared and adopted by those transportation planning agencies to include a sustainable communities strategy prepared by a metropolitan planning organization. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 1097</a> <a href="#">Wiener</a> D</p> <p>Energy: permit streamlining.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law vests the State Energy Resources Conservation and Development Commission with exclusive jurisdiction to certify thermal powerplants, as defined. This bill would state the intent of the Legislature to enact subsequent legislation to streamline the permitting of energy generation, storage, and transmission projects given the increasing cost of energy and the need to quickly electrify to mitigate the impacts of climate change.</p>	<p>Watch</p>
<p><a href="#">SB 1136</a> <a href="#">Blakespear</a> D</p> <p>Intercity rail and commuter rail: special events service plans.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>Existing law requires revenues attributable to a certain portion of the sales tax on diesel fuel to be continuously appropriated to the Transportation Agency under a program commonly known as the State Rail Assistance Program for allocation to public agencies responsible for state-supported intercity rail services, and public agencies responsible for commuter rail services, to be used for operations and capital improvements. This bill would require, as a condition of receiving funding under the program, a public agency responsible for commuter rail services that has a transfer connection station between 2 or more commuter rail services to adopt a special events service plan for each event that meets specified requirements. The bill would require the special events service plan to include schedules to access the event without requiring a transfer, ticket interoperability, and all other technical, equipment, and infrastructure requirements. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1187</a> <a href="#">Durazo</a> D  Open meetings: majority.	This bill is in the Senate Local Government Committee.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Existing law defines "meetings" for these purposes to mean any congregation of a majority of the members of a legislative body at the same time and location, as specified, to hear, discuss, deliberate, or take action on any item that is within the subject matter jurisdiction of the legislative body. This bill would define "majority" for purposes of the act to mean the number of members of the legislative body equaling more than half of the total number of seats on the legislative body. The bill would specify that if a seat on the legislative body is vacant, that seat is to still be counted as a seat on the legislative body. This bill contains other related provisions and other existing laws.	Watch
<a href="#">SB 1241</a> <a href="#">Smallwood-Cuevas</a> D  Skilled and trained workforce requirements.	This bill is in the Senate Labor, Public Employment & Retirement Committee.	Existing law establishes requirements with respect to public contracts that apply when a public entity is required by statute or regulation to obtain an enforceable commitment that a bidder, contractor, or other entity will use a skilled and trained workforce to complete a contract or project, as specified. Existing law requires a public entity subject to skilled and trained workforce requirements to include a specified notice in all bid documents. Existing law specifies that a failure of a public entity to include the required notice that a project is subject to the skilled and trained workforce requirement does not excuse a public entity from those requirements. This bill would expand the circumstances under which those requirements apply to specified instruments and laws, including development agreements and resolutions, as provided. The bill would make various technical and conforming changes. This bill contains other related provisions and other existing laws.	Watch
<a href="#">SB 1275</a> <a href="#">McNerney</a> D  Sales and use tax exemption: vehicle license fee imposition: motor vehicles.	This bill is in the Senate Revenue & Taxation Committee.	(1)Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, on and after January 1, 2027, and before January 1, 2032, exempt from those taxes the gross receipts from the sale of, and the storage, use, or other consumption of a new motor vehicle.	Watch

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1292</a> <a href="#">Richardson D</a></p> <p>Enhanced curb management system.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>Existing law authorizes, until January 1, 2030, a local agency, as defined, to install automated forward facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of taking photographs of parking violations occurring in bicycle lanes. Existing law requires a designated employee of a city, county, city and county, or a contracted law enforcement agency for a special transit district, who is qualified by the city and county or the district to issue parking citations, to review photographs for the purpose of determining whether a parking violation occurred in a bicycle lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law requires these photographic records to be confidential and makes these records available only to public agencies to enforce parking violations. Existing law requires any local agency that implements this pilot program to report to specified committees of the Legislature on the system's effectiveness and impact on traffic outcomes, among other things, by December 31, 2028. This bill would authorize a local agency, as defined, to establish an enhanced curb management system (system) that records images of vehicles for the purpose of enforcing parking violations or automating parking payments if certain requirements are met. The bill would require the governing body of the local agency to adopt a public ordinance or resolution that would authorize the use of a system in specified locations, including, among others, passenger loading zones and commercial loading zones. The bill would require a local agency that automates parking payments by charging vehicles a fee for access to outline the fee, and any adjusted rates, in an ordinance or resolution. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 1324</a> <a href="#">Blakespear D</a></p> <p>Passenger and freight rail: LOSSAN Rail Corridor.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law establishes the Department of Transportation in the Transportation Agency. Existing law authorizes the department subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Existing law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor. This bill would state the intent of the Legislature to enact subsequent legislation related to the management and performance of the LOSSAN Rail Corridor.</p>	<p>Watch</p>
<p><a href="#">SB 1375</a> <a href="#">Cortese D</a></p> <p>State Park and Recreation Commission: administration.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law establishes the State Park and Recreation Commission consisting partly of 9 members appointed by the Governor, subject to confirmation by the Senate. Existing law specifies that each appointed member serves a 4-year term, except as provided. Existing law requires the commission to perform certain actions regarding the state park system. Existing law provides that, in case of a vacancy, the appointment to fill the vacancy is for the remainder of the unexpired term. This bill would make nonsubstantive changes to this latter provision.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1411</a> <a href="#">Stern</a> D</p> <p>Greenhouse Gas Reduction Fund: funding conditions: high-speed rail.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law requires moneys collected by the State Air Resources Board from the auction or sale of certain allowances as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas Reduction Fund and continuously appropriates a portion of the moneys in the fund for various purposes, including a specified portion to the authority for certain purposes. Existing law prohibits the authority from entering into new funding commitments with those moneys for activities outside of the Merced to Bakersfield segment, until June 30, 2030, or when that segment is fully funded, whichever is sooner. Notwithstanding that prohibition, existing law authorizes the authority to enter into new funding commitments outside of the Merced to Bakersfield segment for additional activities, not to cumulatively exceed \$500,000,000, that maximize the efficiency of delivering the project, as specified. This bill would authorize the authority to enter into new funding commitments with the above-described moneys outside of the Merced to Bakersfield segment in any amount for additional activities that maximize the efficiency of delivering the project, as specified. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.</p>	<p>Watch</p>
<p><a href="#">SB 1425</a> <a href="#">Cortese</a> D</p> <p>High-Speed Rail Authority: right-of-way: encroachment permits.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to acquire rights-of-way through purchase or eminent domain, as specified. This bill would state the intent of the Legislature to enact subsequent legislation to provide the authority with the ability to issue encroachment permits for third-party access to its right-of-way.</p>	<p>Watch</p>

**Caltrain  
Federal Report  
March 2026**

**Congressional Update**

Congress Begins FY27 Appropriations Process

- The House and Senate officially kicked off the FY27 appropriations process by opening member portals for community project funding/Congressionally directed spending (earmark), programmatic, and language requests. Congress will work to pass a new round of government funding to meet the September 30, 2026, deadline. However, like the FY26 funding process, Congress could require an extension.
- As Congress begins drafting FY27 appropriations bills, the Department of Homeland Security remains shut down over policy and funding disputes. Democrats and the White House continue to exchange proposals related to ICE and Customs and Border Protection (CBP) operations, though negotiations have not produced an agreement. Democratic priorities reportedly include new guardrails on enforcement practices, while Republicans have opposed several of those conditions.

APTA Releases Surface Transportation Reauthorization Recommendations

- On March 3, the American Public Transportation Association (APTA) [released](#) its top priorities for the upcoming surface transportation reauthorization.
- APTA's recommendations rest on three key pillars:
  - **Increase Funding** - Invest \$138 billion in public transit and \$130 billion in passenger rail over five years to restore purchasing power lost to inflation and drive the projected \$140 billion in annual economic impact.
  - **Speed Up Project Delivery** - Streamline bus programs, eliminate statutory and regulatory barriers, and implement other reforms. These include authorizing advanced real property acquisition for public transit and passenger rail projects. APTA also calls for Congress to grant public transit agencies additional authorities to streamline the environmental review process for public transit and passenger rail projects.
  - **Strengthen Local Decision-Making** – Providing direct funding to public transit agencies in small urbanized areas.
- Lawmakers have suggested that it is increasingly unlikely that the surface transportation reauthorization bill will become law before the current law expires on September 30, raising the prospect of a short-term extension. Negotiations have

been slowed by the government shutdown earlier this year and ongoing disagreements over an autonomous vehicle framework and permitting overhaul.

## **Administration Update**

### Senate Confirms Ryan McCormack to Top Policy Role at DOT

- The Senate voted 56-33 to confirm Ryan McCormack to be Undersecretary for Policy at DOT. McCormack comes to the Senate-confirmed role with a breadth of experience, most recently as deputy chief of staff for Secretary Sean Duffy at DOT. He also served as Duffy's legislative director when he was a member of the House representing Wisconsin.
- McCormack indicated that, as Undersecretary for Policy, he will focus on reducing highway deaths and improving the grant administration process. While McCormack was confirmed by a bipartisan vote, both California Senators Adam Schiff and Alex Padilla voted against McCormack's nomination.

### Senate Committee Advances Transportation Nominees

- On March 12, the Senate Commerce Committee advanced Seval Oz for DOT's assistant secretary for research and technology, 16-12; Michael Graham to remain on the National Transportation Safety Board, 21-7; and Richard Kloster to join the Surface Transportation Board, 15-13.
- Seval Oz has been serving as a senior adviser at DOT since September. She has a background in autonomous vehicles as Head of Global Strategic Partnerships for GoogleX's self-driving car program from 2011 to 2014.
- Michael Graham joined the National Transportation Safety Board in 2020. Before joining, he worked at Textron Aviation, Inc. for more than twenty years where he served as the company's director of flight operations, safety, security, and standardization.
- Richard Kloster is a rail industry consultant. His confirmation would give the Surface Transportation Board (STB) a 3-1 Republican majority before STB is set to sign off on the Union Pacific and Norfolk Southern \$85 billion merger.

### DOT Announces FIFA Public Transportation Funding

- On March 3, Secretary Duffy [announced](#) \$100.3 million in funding to enhance public transportation in the 2026 FIFA World Cup Host Cities. Eligible uses include

planning, capital, and operating expenses. The funds allow for a 100 percent Federal share.

- The Federal Transit Administration (FTA) will consider all public transportation operating expenses in support of the World Cup incurred from June 1, 2026, to July 31, 2026, eligible for funding. Planning and capital expenses are eligible for reimbursement from July 1, 2025, to July 31, 2026.
- Funds are apportioned to host cities by a formula accounting for stadium capacity and the number of matches in each host city. Other entities, like transit agencies, may take advantage of the funding by working with the designated recipient. Information on subgrantees must also be shared with FTA via a split letter. For specific questions, FTA recommends transit agencies email [FTA\\_globalsports@dot.gov](mailto:FTA_globalsports@dot.gov).

**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: April 2026 JPB Board of Directors Meeting  
Subject: **Receive Update on San Francisco Railyards Project**

Finance Committee  
Recommendation

Technology, Operations, Planning,  
and Safety Committee  
Recommendation

Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

On March 10, 2026, Prologis, Inc. (Prologis) submitted the San Francisco Railyards Project Application to the City and County of San Francisco (CCSF), with input and coordination from Caltrain. The JPB Advocacy and Major Projects (AMP) Committee last received a briefing about the project on September 24, 2025. Prologis will provide the Board with an update about proposed San Francisco Railyards development, sharing additional detail about the proposed vertical development in the Project Application that has been prepared during the time since the September 2025 presentation. Prologis will also outline the next steps and timeline for the entitlement and environmental review processes. This is an update to provide information. The staff is not requesting any action from the AMP Committee or the Board of Directors (Board) at this time.

**Discussion**

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

The PBC, which was completed in 2024, identified several potentially feasible SF Railyard reconfigurations and development scenarios, which include modernized Caltrain facilities and the ability to deliver Caltrain's Adopted Service Vision, while providing development opportunities at the site. In October 2024, AMP received a briefing and provided input on the conclusions of the PBC, and in November 2024, the Board authorized the execution of a new Cooperation Agreement with Prologis. In March 2025, Caltrain executed a Cooperation Agreement with Prologis to fund additional technical work to advance conceptual design of the scenarios and coordinate the parties' efforts in anticipation of Prologis's submittal of a Project Application to CCSF (which occurred on March 10, 2026), and to support additional work to help Caltrain prepare for a Real Estate Agreement with Prologis.

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

Caltrain staff will also negotiate a Real Estate Agreement with Prologis, outlining contributions, benefits, and other terms about how the project would be implemented. It is expected of the Real Estate Agreement negotiations to be a multi-year process, running roughly in parallel with the CCSF's Development Agreement. The Real Estate Agreement will be subject to approval by the Board, which will also have a role in environmental review.

**Budget Impact**

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

Prepared By:      Kansai Uchida      Director, Systemwide Planning      03/11/2026