



**BOARD OF DIRECTORS 2026**

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EXECUTIVE DIRECTOR

## **AGENDA**

### **Peninsula Corridor Joint Powers Board**

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

May 27, 2026, 3:30 pm

**Primary Location:**

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

**Alternate Location:**

County of Santa Clara  
10th floor Conference Room  
70 West Hedding Street  
San José, CA 95110

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

Members of the public may attend in-person at the noticed location(s) or 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>.

**Public Comments:** Written public comments may be emailed to [publiccomment@caltrain.com](mailto:publiccomment@caltrain.com) or mailed to 166 North Rollins Road, Millbrae, CA 94030, 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 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.

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

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.

**May 27, 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 March 25, 2026 Motion
6. Approve Initiation of Corridor Crossings Strategy Programs and Adopt Corridor Crossing Strategy Elements Motion
7. Adopt Senate Bill 63 Phase 1 Financial Efficiency Review Early Action Strategies Motion
8. Receive Update on California High-Speed Rail Informational
9. Receive State and Federal Legislative Update Informational
10. Receive Update on Battery Electric Multiple Unit (BEMU) Project Informational
11. Committee Member Requests
12. Date / Time / Location of Next Regular AMP Committee Meeting: Wednesday, July 29, 2026 at 3:30 pm.  
The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Public Hearing Room, 5th Floor, 166 North Rollins Road, Millbrae, CA 94030.
13. 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 as per the information provided at the top of the agenda. 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 166 North Rollins Road, Millbrae, CA 94030, 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>.

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### **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, 166 North Rollins Road, Millbrae, CA 94030; 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 166 North Rollins Road, Millbrae, CA 94030, 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 March 25, 2026**

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

**Members Absent:** Steve Heminger (Chair)

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

**1. Call to Order**

Acting Chair Abe-Koga called the meeting to order at 3:33 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**

Acting Chair Abe-Koga led the Pledge of Allegiance and delivered the safety briefing.

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

Roland commented on the San Francisco County Transportation Authority (SFCTA) Pennsylvania Avenue Extension (PAX).

**5. Approval of Meeting Minutes for January 28, 2026**

Motion/Second: Gee/Abe-Koga

Ayes: Gee, Abe-Koga

Noes: None

Absent: Heminger

**6. Receive State and Federal Legislative Update and Consider Position on Legislation: Senate Bill (SB) 667 (Archuleta)**

Devon Ryan, Manager, Government and Community Affairs, and Casey Fromson, Chief of Staff, provided the presentation that included the following:

Federal:

- Department of Transportation (DOT) and Department of Homeland Security (DHS) funds
- Surface Transportation Reauthorization – American Public Transportation Authorization (APTA) priorities to assist with funding, streamline project development, and strengthen local decision-making
- Ryan McCormack appointed DOT Undersecretary for Policy

- \$100.3 million for Fédération Internationale de Football Association (FIFA) public transportation efforts

State:

- March 25, 2026 Senate spot bill deadline
- Honoring prior transportation funding commitments
- About \$950 million in Transit and Intercity Rail Capital Program (TIRCP) Cycle 8 funds; program funding considerations; portal project application
- Opposition of Senate Bill (SB) 667 (Archuleta); operations on a joint corridor; amendments and coordination with other Bay Area transit corridors

Staff provided further clarification in response to the Committee comments and questions, which included SB 1136 cost recovery and incoming amendments, fare interoperability, integration issues, special event ticketing, Assembly Bill (AB) 1838 low bid and violation terms, debarment policy, and DOT FIFA funding.

Motion to accept staff-recommendation to oppose SB 667/Second: Gee/Abe-Koga

Ayes: Gee, Abe-Koga

Noes: None

Absent: Heminger

#### Public Comment

Roland commented on FIFA funding, TIRCP funding, and SB 667.

### **7. Receive Update on San Francisco Railyards**

Kansai Uchida, Director, Systemwide Planning and Policy, and Genieve Cadwalader, Vice President, Prologis, Inc. (Prologis), provided the presentation that included the following:

- Three developments from 4th Avenue and King Steet: Salesforce Transit Center, Pennsylvania Avenue Extension, and San Francisco Railyards
- Phase 1 improvements and Phase 2 development; timeline for railyard agreements
- Transit-Oriented Development (TOD) plans to incorporate housing, multi-use development, bicycle and pedestrian facilities, and parks and plaza space near the train station
- Flexible land usage to meet market needs

Staff provided further clarification in response to the Committee comments and questions, which included area restrictions, Phase 1 ten-year timeline, bookend improvements, off-site improvement traffic coordination, multi-use facilities, leasing, and off-site train storage.

#### Public Comment

Roland commented on the Phase 1 buildout, PAX, necessary station locations, and offside storage.

8. **Committee Member Requests** – Acting Chair Abe-Koga noted the train naming ceremony for former United States House of Representative Nancy Pelosi.
9. **Date/Time of Next Regular AMP Committee Meeting:** Wednesday, April 29, 2026 at 3:30 pm.
10. **Adjourn** - The meeting adjourned at 4:35 pm.

DRAFT

**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: June 2026 JPB Board of Directors Meeting  
Subject: **Adopt the Corridor Crossing Strategy**

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

**Purpose and Recommended Action**

Staff proposes that the Board of Directors (Board) of the Peninsula Corridor Joint Power Board (JPB or Caltrain): Adopts the Corridor Crossing Strategy (CCS), including the following four components, as set out in the attached resolution:

1. Guiding Principles
2. Program Structure
3. Caltrain’s Role
4. Corridor Crossing Sequence List

The overall CCS is described in further detail in the attached CCS Report.

**Guiding Principles**

- **Safety and Access First:** Advance a safer, more connected corridor for all people who live, work, and travel along the Caltrain corridor.
- **One Corridor, Shared Approach:** Align Caltrain, cities, and transportation partners around a common framework for planning, prioritizing, and delivering crossing projects collaboratively to generate safety, mobility, environment and community benefits.
- **Visible Local Benefits:** Prioritize improvements that enhance crossing safety, improve neighborhood connectivity and mobility, and create more accessible and welcoming communities.
- **Transparent, Strategic Investment:** Apply a data-informed, corridor-wide approach to direct limited funding toward projects on the sequenced list.

- **Accountable Implementation:** Provide structured program oversight that promotes alignment, consistency, and accountability for measurable outcomes.

### **Program Structure**

- **Safety Enhancement Program:** A corridor-wide approach to identify, prioritize, and deliver near-term at-grade crossing safety improvements in a coordinated and integrated manner to advance community benefits. Individual project timelines will vary depending on the scope of crossing-specific design, permitting, and construction efforts. Potential improvements may include signage, striping, warning devices, channelization, pedestrian treatments, and other targeted safety measures.
- **Elimination (Closures and Grade Separations) Program:** A corridor-wide approach to advance crossing elimination projects—including closures and grade separations—through an integrated project development and delivery framework. This program would support the phased implementation of projects across the corridor. Given the complexity, cost, and coordination required for crossing elimination efforts, project delivery would occur over the near, medium, and long term.

### **Caltrain's Role**

Staff recommends the following role for Caltrain under the CCS:

#### **Safety Enhancement Program**

- **Initiation, Design, Environmental, Procurement and Construction:** Caltrain to lead project delivery
- **Funding/Grants:** Caltrain to coordinate corridor strategy, sequencing, advocacy and administer awarded funds

#### **Elimination Program**

- **Initiation:** Caltrain to facilitate early coordination with city partners in lead role and position projects for success, including partnering on alternative analysis
- **Design / Environmental:** Caltrain to lead design, value engineering, cost estimating, environmental clearance and early work activities
- **Construction:** Caltrain to lead construction, select builder and delivery alternatives, construction inspection and protection.
- **Funding:** Caltrain to organize - with corridor partners - the corridor funding strategy, sequencing, and advocacy
- **Grants:** Caltrain to coordinate with partners, develop competitive grant applications and administer awarded funds where feasible

Roles and responsibilities may be adjusted through a different integrated project delivery approach based on the specific project, funding structure, and agreements with corridor cities and partner agencies. Staff will return with additional consideration on how this section could be further refined as the strategy is advanced.

**Corridor Crossing Sequence List**

A sequenced corridor project list will guide funding strategy and delivery planning for both safety enhancement and crossing elimination programs. The roadmap will be informed by objective, data-driven criteria, while retaining flexibility to respond to Notices of Funding Opportunity and to advance projects with the strongest combination of readiness, competitiveness, and likelihood of securing funding. Caltrain and corridor partners will seek a consensus-based approach to corridor funding priorities whenever practicable.

- **Sequence List Update and Annual Board Ratification:** Staff will update the list throughout the year to reflect the most recent data on safety, mobility and equity, actual project progress, project readiness, and emerging funding opportunities, and will present the revised list to the Caltrain Board annually for ratification.
- **Progress Updates:** Staff will provide frequent updates, up to every quarter, on near-term project progress, as well as program-level updates, to the Board, relevant Board committees, transportation agencies, city managers, and the Local Policy Maker Group.

*2026 CCS Safety Enhancement and Elimination Program Sequence List*

City	Crossing	Safety Enhancement Program		Elimination Program
		Baseline	Advanced	
San Francisco	Mission Bay Drive	+	1	C
	16th Street	+	2	C
South San Francisco	South Linden Avenue	+	4	B
San Bruno	Scott Street	+	1	B
Millbrae	Center Street	+	4	
	Santa Paula Pedestrian Crossing	+	4	
Burlingame	Broadway	+	1	A
	Morrell Avenue Pedestrian Crossing	+	No advanced enhancements proposed.	
	Oak Grove Avenue	+	4	
	North Lane	+	2	
	Howard Avenue	+	4	
	Bayswater Avenue	+	3	
	Peninsula Avenue	+	4	
San Mateo	Villa Terrace	Closure		

	Bellevue Avenue	Closure		
City	Crossing	Safety Enhancement Program		Elimination Program
		Baseline	Advanced	
San Mateo	1st Avenue	+	4	D
	2nd Avenue	+	4	D
	3rd Avenue	+	4	D
	4th Avenue	+	4	D
	5th Avenue	+	4	D
	9th Avenue	+	4	D
Redwood City	Whipple Avenue	+	3	C
	Brewster Avenue	+	1	C
	Broadway/Marshall Street	+	3	C
	Maple Street	+	4	C
	Main Street	+	1	C
	Chestnut Street	+	4	C
Atherton	Fair Oaks Lane	+	4	
	Watkins Avenue	+	No advanced enhancements proposed.	
Menlo Park	Encinal Avenue	+	4	D
	Glenwood Avenue	+	4	D
	Oak Grove Avenue	+	3	D
	Ravenswood Avenue	+	4	D
	Middle Avenue Bike/Ped Undercrossing	No existing at-grade crossing		B
Palo Alto	Palo Alto Avenue	+	4	D
	Churchill Avenue	+	1	B
	East Meadow Drive	+	1	B
	Charleston Road	+	2	B
	South Palo Alto Bike/Ped Crossing	No existing at-grade crossing		D
Mountain View	Rengstorff Avenue	+	1	A
	Castro Street	Closure		
Sunnyvale	Bernardo Avenue Undercrossing	No existing at-grade crossing		B
	Mary Avenue	+	3	C
	Sunnyvale Avenue	+	4	C
Santa Clara	Benton Street and Brokaw Road Grade Separation	No existing at-grade crossing		D
San Jose	Auzerais Avenue	+	4	D
	Virginia Street	+	4	D
Morgan Hill	Morgan Hill Station Undercrossing	Caltrain supports safety enhancements at these crossings and is committed to working with the local jurisdictions towards implementation on the UPRR-owned corridor.		D
	Dunne Avenue			D
	Tennant Avenue			D

**Background**

The CCS was initiated as an outgrowth of the Caltrain Business Plan, which identified the need for a coordinated, corridor-wide approach to improve safety, mobility, and community connectivity at crossings along the rail corridor. Building on that direction, Caltrain launched CCS to establish a unified strategic framework for advancing shared goals with corridor partners.

Development of the CCS was informed by extensive outreach with city managers, elected officials, and staff from all 20 corridor cities. Key partners included senior staff and executive leadership from the San Mateo County Transportation Authority (SMCTA), San Francisco County Transportation Authority (SFCTA), and Santa Clara Valley Transportation Authority (VTA), alongside business leaders, transit advocates, members of the public, and the Caltrain Board.

In February 2026, staff presented the draft CCS program structure, funding and policy oversight framework, delivery approach, funding context, data-driven evaluation methodology, and initial sequence lists for the near-term Safety Enhancement Program and long-term Elimination Program. Caltrain received 150+ comments and conducted meetings with seven groups on the draft CSS. The final CCS reflects this robust feedback and is now being presented for Board consideration.

**Budget Impact**

No budget impact.

**Attachments**

- Resolution
- CCS Report

Prepared By: Nicole Soultanov	Deputy Director, Capital Planning	05/12/2026
Casey Fromson	Chief of Staff	05/12/2026

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Advocacy and Major Projects (AMP) Committee  
Through: Michelle Bouchard, Executive Director  
From: Li Zhang, Chief, Commercial and Business Development  
For: June 2026 JPB Board of Directors Meeting  
Subject: **Adopt Senate Bill 63 Phase 1 Financial Efficiency Review Early Action Strategies**

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

**Purpose and Recommended Action**

Staff recommends that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain) adopt the Financial Efficiency Review Early Action Strategies included in the attached resolution. The resolution directs staff to pursue early action strategies identified in the Phase 1 Financial Efficiency Review as required by Senate Bill (SB) 63, the Connect Bay Area Act. The Phase 1 Efficiency Review identifies early action strategies that can be implemented within existing resources, and that enhance revenues, contain costs, and/or increase ridership and improve customer experience.

**Discussion**

SB 63, which was signed by Governor Newsom in October 2025, authorizes a five-county transit funding measure that, if approved by voters in November 2026, would establish a 0.5 percent sales tax for 14 years across four Bay Area counties and one percent in San Francisco, providing Caltrain with approximately \$75 million annually to address its projected average structural operating deficit.

SB 63 mandates a two-phase independent financial efficiency review of Caltrain, Alameda-Contra Costa Transit District (AC Transit), Bay Area Rapid Transit (BART) District, and the San Francisco Municipal Transportation Agency (SFMTA), conducted by a third-party consultant under the direction of an Oversight Committee convened by the Metropolitan Transportation Commission (MTC).

MTC selected Nelson Nygaard (NN) as the Phase 1 consultant. Phase 1 covers three areas:

- Documentation and quantification of cost-saving measures implemented by each transit operator since January 1, 2020.
- Identification of early action strategies to improve service efficiency and customer experience using existing resources.
- Real property asset analysis to identify redevelopment opportunities near transit.

On May 22, 2026, the SB 63 Financial Efficiency Review Independent Oversight Committee will review and consider adoption of the final phase one analysis. The report found that transit agencies have undertaken cost-saving and revenue-enhancing measures in response to shifts in travel demand and financial pressure between Fiscal Years (FY) 2020 and 2025.

For Caltrain, the report highlights that the agency realized \$76 million in operating cost savings from a combination of right-sizing service at the start of the pandemic, operational efficiencies, a strategic hiring freeze, and a temporary deferral of planned service increases. Caltrain's cost-saving measures slowed the pace of operating cost growth while successfully delivering Caltrain's Electrification project.

SB 63 requires that the four transit operator boards adopt "early action" strategies as formal policy or budget actions by July 1, 2026. The report includes recommendations to enhance revenues, contain costs, and increase ridership. The strategies proposed for Caltrain's consideration include:

- Enhance parking revenue through measures like rate adjustments, increased enforcement, and leasing or permitting parking at under-utilized facilities
- Further monetize fiber and other communications assets, primarily through additional leasing opportunities.
- Conduct a study identifying areas where contract administration, work practices, or other processes could be improved without compromising safety, reliability, or compliance.
- Conduct a study about the feasibility of energy storage to identify the value of energy that could be collected, the means by which it could be collected, and an analysis of costs, benefits, and other externalities.
- Identify internal resource requirements and supportive policies required or desired to expand Clipper BayPass and/or GoPass to more institutions and employers.

**Budget Impact**

Adoption of this resolution constitutes a policy commitment but does not in itself authorize expenditures. Staff will identify resources required to advance each strategy either within the proposed FY27 Operating Budget or seek Board authorization for strategies that require capital investment, particularly the energy storage feasibility study.

Prepared By:	Jason Baker	Director, Government and Community Affairs	05/18/2026
	Oscar Quintanilla Lopez	Director, Budgets and Financial Analysis	05/18/2026

**Resolution No. 2026-**

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

\* \* \*

**Adopt Senate Bill 63 Phase 1 Financial Efficiency Review Early Action  
Strategies**

**Whereas**, Senate Bill (SB) 63, known as the Connect Bay Area Act, created the Public Transit Revenue Measure District and authorized the placement of a 14-year retail transactions and use tax ballot measure at the November 3, 2026, statewide general election that would provide the Peninsula Corridor Joint Powers Board (JPB or Caltrain) with approximately \$75 million per year in new external funding; and

**Whereas**, SB 63 mandates a two-phase independent financial efficiency review of Caltrain, Alameda-Contra Costa Transit District (AC Transit), Bay Area Rapid Transit (BART) District, and the San Francisco Municipal Transportation Agency (SFMTA), conducted by a third-party consultant under the direction of an Oversight Committee convened by the Metropolitan Transportation Commission (MTC); and

**Whereas**, phase one of the financial efficiency review documents and quantifies cost-saving measures implemented by each transit operator since January 1, 2020, identifies early action strategies to improve service efficiency and customer experience using existing resources, and an analysis of real property assets; and

**Whereas**, the report commissioned by MTC found that Caltrain realized \$76 million in operating cost savings from a combination of right-sizing service at the start of the Covid-19

pandemic, operational efficiencies, a strategic hiring freeze, and a temporary deferral of planned service increases; and

**Whereas**, the phase one report includes recommendations to enhance revenues, contain costs, and increase ridership; and

**Whereas**, SB 63 requires that by July 1, 2026, transit operator boards adopt “early action” strategies as formal policy or budget actions; and

**Now, Therefore, Be It Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board directs staff to further analyze and pursue the following early action strategies:

- a) Enhance parking revenue. Evaluate opportunities to increase parking revenue through measures like rate adjustments, expanded enforcement, and leasing or permitting parking at under-utilized facilities.
- b) Lease fiber and communications assets. Advance monetization of Caltrain’s fiber optic and communications assets, including developing a leasing strategy and recommending procurement approach to the Board.
- c) Examine contracts for opportunities to reduce costs. Incorporate cost efficiencies and improvements to the Operations and Maintenance contract, contract administration, work practices, or other processes without compromising safety, reliability, or compliance.
- d) Explore feasibility of energy storage project. Conduct a study about the feasibility of energy storage to further utilize the electricity being returned to the grid from

regenerative braking and generate cost efficiencies. Provide the report findings to the Board upon completion.

- e) Expand GoPass and/or Clipper BayPass to more institutions and employers. Implement strategies to further expand GoPass and/or Clipper BayPass enrollment to more institutions and employers that will support ridership and revenue for Caltrain.

**Be It Further Resolved** that the Peninsula Corridor Joint Powers Board hereby affirms that this resolution constitutes Caltrain's formal commitment to the early action strategies identified above for purposes of SB63 compliance, and authorizes the Executive Director to communicate this commitment to the SB63 Financial Efficiency Review Independent Oversight Committee; and

**Be It Further Resolved** that the Peninsula Corridor Joint Powers Board hereby affirms that adoption of this resolution does not constitute adoption of the Phase 1 Financial Efficiency Review report in its entirety and does not authorize any specific expenditure or capital investment. Should staff identify the need for additional funds beyond those included in the Fiscal Year 2027 budget, such request shall follow applicable budget policies and procedures.

Regularly passed and adopted this 4<sup>th</sup> day of June 2026 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Advocacy and Major Projects (AMP) Committee  
Through: Michelle Bouchard, Executive Director  
From: Casey Fromson, Chief of Staff  
For: June 2026 JPB Board of Directors Meeting  
Subject: **Receive Update on California High-Speed Rail**

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

**Purpose and Recommended Action**

Staff and a representative from the California High-Speed Rail Authority (CAHSR), Mark Tollefson, Chief of Staff, will present an update regarding the status of the California High-Speed Rail project. This item is presented for informational purposes only.

**Discussion**

Mark Tollefson will provide the Committee with an update on the status of the California High-Speed Rail project, including current activities, major milestones, and matters of interest related to project development and implementation.

This informational update is intended to keep the Committee apprised of progress on the statewide high-speed rail program and its relevance to the Peninsula Corridor Joint Powers Board (JPB), the governing body of Caltrain. The presentation will provide Committee members an opportunity to receive the latest project information and ask questions regarding ongoing coordination, planning, and next steps.

**Budget Impact**

There is no impact on the budget associated with receiving this informational update.

Prepared By: Casey Fromson      Chief of Staff      05/22/2026

**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: June 2026 JPB Board of Directors Meeting  
Subject: **Receive State and Federal Legislative Update**

Finance Committee  
Recommendation

Technology, Operations, Planning,  
and Safety Committee  
Recommendation

Advocacy and Major Projects  
Committee Recommendation

**Purpose**

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

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

**Discussion**

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

**Budget Impact**

There is no impact on the budget.

Prepared By:	Devon Ryan	Government and Community Affairs Manager	05/15/2026
	Isabella Conferti	Government and Community Affairs Specialist	05/15/2026

## Caltrain Bill Matrix as of Thursday, May 15, 2026

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 105</a> <a href="#">Gabriel</a> D</p> <p>Budget Acts of 2021, 2023, 2024, and 2025.</p>	<p>This bill is on the inactive file.</p>	<p>The Budget Acts of 2021, 2023, 2024, and 2025 made appropriations for the support of state government for the 2021–22, 2023–24, 2024–25, and 2025–26 fiscal years, respectively. This bill would amend those budget acts by amending, adding, and repealing items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill.</p>	<p>Watch</p>
<p><a href="#">AB 153</a></p> <p>Committee on Budget</p> <p>Transportation budget trailer bill.</p>	<p>This bill is on the inactive file.</p>	<p>Existing law imposes various functions and duties on the State Air Resources Board relating to reducing emissions of air pollutants. Existing law requires the state board to identify toxic air contaminants that are emitted into the ambient air of the state and to adopt airborne toxic control measures to reduce emissions of toxic air contaminants. Pursuant to its authority, the state board has adopted the Transport Refrigeration Unit Regulation to reduce emissions of toxic air contaminants and other pollutants from diesel-fueled transport refrigeration units used to power electrically driven refrigerated shipping containers and trailers that are operated in California. Existing law authorizes the state board under certain circumstances to impose a fee to cover the cost of its regulation of specified activities. This bill would authorize the state board to impose a fee on any entity regulated by the state board under the Transport Refrigeration Unit Regulation for the state board’s reasonable regulatory costs associated with the implementation, administration, and enforcement of that regulation, as specified. The bill would require the revenues collected from the fee to be deposited into the Certification and Compliance Fund and to be expended, upon appropriation by the Legislature, for those costs.</p>	<p>Watch</p>

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

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 942</a> <a href="#">Calderon D</a> 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 Labor, Public Employment, and Retirement 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>Watch</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
<a href="#">AB 1337</a> <a href="#">Ward D</a>  Information Practices Act of 1977.	This bill is in the Senate Privacy, Digital Technologies, and Consumer Protection Committee.	Existing law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to, among other things, remove that exemption for local agencies, and would revise and expand the definition of "personal information." The bill would make other technical, nonsubstantive, and conforming changes. Because the bill would expand the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
<a href="#">AB 1383</a> <a href="#">McKinnor D</a>  Public employees' retirement benefits.	This bill is in the Senate Labor, Public Employment, and Retirement Committee.	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, for service performed on and after January 1, 2027, would prohibit the pensionable compensation for calendar year 2027 used to calculate the defined benefit paid to a new member of a retirement system subject to PEPRA who retires from the system from exceeding 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 make related, conforming changes to these provisions on pensionable compensation. The bill also 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.	Watch

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 now on the Assembly Floor.</p>	<p>Existing law that governs the labor relations of public employees and employers, including, among others, the Meyers-Miliias-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
<a href="#">AB 1578</a> <a href="#">Jackson D</a>  State and local officials: sexual harassment training and education: anti-hate speech training.	This bill is now on the Assembly Floor.	The California Fair Employment and Housing Act makes specified employment practices unlawful, including the harassment of an employee directly by the employer or indirectly by agents of the employer with the employer's knowledge. Under existing law, the Civil Rights Department administers these provisions. Existing law requires a specified employer with 5 or more employees to, by January 1, 2021, provide at least 2 hours of classroom or other effective interactive training and education regarding sexual harassment to all supervisory employees and at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees in California and, after that date, once every 2 years. Existing law requires an employer to include prevention of abusive conduct as a component of that training and education. This bill would additionally require, beginning on January 1, 2028, for an employer that is a state agency or local agency that the above-described training and education include, as a component of the training and education for elected officials, anti-hate speech training. This bill contains other related provisions and other existing laws.	Watch
<a href="#">AB 1599</a> <a href="#">Ahrens D</a>  Public transit: California Transit Stop Registry: transit datasets.	This bill is now on the Assembly Floor.	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.	Watch
<a href="#">AB 1608</a> <a href="#">Wilson D</a>  Office of the Inspector General, High-Speed Rail.	This bill is in the Senate Transportation Committee.	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.	Watch

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1624</a> <a href="#">Zbur D</a> Public Lands Protection Act.</p>	<p>This bill is in the Assembly Local Government 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
<a href="#">AB 1630</a> <a href="#">Caloza D</a>  Meet and confer: observation.	This bill is now on the Assembly Floor.	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.	Watch
<a href="#">AB 1697</a> <a href="#">Kalra D</a>  Employment contracts: stay-or-pay provisions: contract date.	This bill is on the Assembly Floor.	Existing law generally prohibits an employment contract from requiring a worker to pay certain penalties, fees, costs, or debts related to employment or education if the worker's employment or work relationship terminates, as provided. Existing law provides that a contract that is unlawful under that prohibition is void and contrary to public policy as a restraint of engaging in a lawful profession, trade, or business. Existing law authorizes a worker, among other persons, to bring a civil action for specified civil penalties and relief for a violation of these provisions. Existing law applies these prohibitions to contracts entered into on or after January 1, 2026. This bill would instead apply those provisions to contracts entered into on or after January 1, 2027. This bill would declare that it is to take effect immediately as an urgency statute.	Watch
<a href="#">AB 1821</a> <a href="#">Pacheco D</a>  California Public Records Act: agency response time.	This bill is on the Assembly Floor.	Existing law, the California Public Records Act, requires each state or local agency, upon a request for a copy of records that reasonably describes an identifiable record or records, to make the records promptly available to any person upon payment of fees covering direct costs of duplication, or a statutory fee if applicable, except with respect to public records exempt from disclosure by express provisions of law. Existing law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Existing law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, as defined. This bill would instead require each agency to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person as described above within 10 business days of a request for a copy of records. The bill would instead authorize the time period for each agency to respond to be extended by no more than 14 business days. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1837</a> <a href="#">González,</a> <a href="#">Mark D</a>  Video imaging of parking violations.	This bill is on the Assembly Floor.	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 until January 1, 2034. 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 or has not had a system in operation at any time prior to January 1, 2027, to report to the Legislature, as specified. The bill would allow only local agencies to use video image records to enforce parking violations and would prohibit the use or access of these records for general law enforcement purposes or by federal authorities, as specified. This bill contains other related provisions and other existing laws.	Watch
<a href="#">AB 1838</a> <a href="#">Berman D</a>  Public contracts: local agencies: responsive bidders.	This bill is in the Senate Local Government Committee.	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 for a public works contract, to fully disclose any history of wage and hour violations, as specified, 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.	Watch

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1859</a> <a href="#">Ortega D</a> Public works.</p>	<p>This bill is now on the Assembly Floor.</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>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1883</a> <a href="#">Bryan D</a></p> <p>Workplace surveillance tools.</p>	<p>This bill is now on the Assembly Floor.</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 generally regulate the use of workplace surveillance tools and an employer's use of worker data. The bill would prohibit an employer from using a workplace surveillance tool on workers for various purposes, including preventing compliance with laws or regulations, inferring information about workers engaging in a protected activity, making inferences about an individual's emotional state or based on their gait, or collecting neural data. The bill would prohibit an employer from using facial recognition technology, unless it is used strictly to open a locked device or grant access to locked or secure areas. The bill would also prohibit an employer from using a workplace surveillance tool to infer specified categories of information about a worker, including, among others, their veteran status, ancestral history, religious beliefs, or disability status. This bill would require the Labor Commissioner to enforce the bill's provisions, would authorize an employee to bring a civil action for specified remedies for a violation of the bill's provisions, and would authorize a public prosecutor to enforce the provisions. The bill would subject an employer who violates the bill's provisions to a civil penalty of up to \$500 for each violation. The bill would define various terms for purposes of its provisions. The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.</p>	<p>Watch</p>
<p><a href="#">AB 1941</a> <a href="#">González,</a> <a href="#">Mark D</a></p> <p>Organized metal theft.</p>	<p>This bill is now on the Assembly Floor.</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 with the intent to sell, exchange, or return those metal materials for value, 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>Support May 2026</p>

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2074</a> <a href="#">Haney D</a>  Regional transit hub districts: downtown housing developments.	This bill is now on the Assembly Floor.	The Planning and Zoning Law generally regulates local government zoning and approval of certain types of housing development projects. The law authorizes a development proponent to submit an application for a development that is subject to a prescribed ministerial approval process if the development complies with certain procedural requirements and satisfies specified objective planning standards. The law also requires a housing development project within a specified distance of a transit-oriented development stop to be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with specified requirements, as applicable. This bill would, by July 1, 2027, require major transit cities to designate one or more regional transit hub districts and prescribe requirements for those districts, including requiring that a district make a downtown housing development an allowable use, as specified. The bill would prescribe requirements for downtown housing developments, including requiring specified labor standards and requiring the developments to be eligible for streamlined ministerial approval, as specified. The bill would establish the Downtown Revitalization Loan Fund and continuously appropriate moneys in the fund to the California Housing Finance Agency for the purpose of making loans to applicants to develop downtown housing developments, as specified. By establishing a continuously appropriated fund, the bill would make an appropriation. By requiring certain cities to designate regional transit hub districts and requiring streamlined ministerial approval of certain housing developments, the bill would impose a state-mandated local program. The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities. This bill contains other related provisions and other existing laws.	Watch
<a href="#">AB 2168</a> <a href="#">Wicks D</a>  Active Transportation Program: guidelines.	This bill is now on the Assembly Floor.	Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop guidelines with regard to project eligibility that include, among other project types, safe routes to transit projects that will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops. This bill would instead require the guidelines with regard to project eligibility to include projects for safe routes to transit projects that encourage access to transit facilities and schoolbus stops by biking and walking, as specified, and projects that will expand access to transit in underserved or rural areas. This bill contains other related provisions and other existing laws.	Watch

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 now on the Assembly Floor.</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 30 days of receiving a written prelawsuit 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 constructing, licensing, distributing, or maintaining 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 website 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 website accessibility standard.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2308</a> <a href="#">Haney D</a></p> <p>Redevelopment: successor agency debt: City and County of San Francisco.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law dissolved redevelopment agencies and community development agencies as of February 1, 2012, and provides for the designation of successor agencies to, among other things, wind down the affairs of the dissolved redevelopment agencies and make payments due for enforceable obligations. Existing law, among other powers granted to successor agencies generally, additionally vests the successor agency to the former Redevelopment Agency of the City and County of San Francisco with the authority, rights, and powers of that former redevelopment agency solely for the purpose of issuing bonds or incurring other indebtedness, subject to the approval of the oversight board of the successor agency, to finance the construction of affordable housing and infrastructure required by specified development agreements, including the infrastructure required by the Transbay Implementation Agreement. Under existing law, these bonds and indebtedness are considered indebtedness incurred by the dissolved redevelopment agency secured by moneys deposited in the Redevelopment Property Tax Trust Fund established for that agency. This bill would specify this authority to issue bonds or incur other indebtedness to finance the infrastructure required by the Transbay Implementation Agreement includes entering into arrangements with the Transbay Joint Powers Authority and the City and County of San Francisco to extend the time period for pledges of gross sales proceeds and net tax increments. This bill would make legislative findings and declarations as to the necessity of a special statute for the City and County of San Francisco.</p>	<p>Support May 2026</p>
<p><a href="#">AB 2341</a> <a href="#">Fong D</a></p> <p>Local government: emergency response services: use of languages other than English.</p>	<p>This bill is now on the Assembly Floor.</p>	<p>Existing law requires, in the event of an emergency within the jurisdiction of a local agency that provides emergency response services and that serves a population within which 5% or more of the people speak English less than “very well,” according to American Community Survey data, and jointly speak a language other than English, that the local agency provide information related to the emergency in English and in all languages spoken jointly by the 5% or more of the population that speaks English less than “very well,” as specified. This bill would revise these provisions to instead require the local agency to provide information related to an emergency within a local agency’s jurisdiction in English and translated in each language spoken by 5% or more of the population that speaks English less than “very well.” The bill, to determine whether a language meets the criteria for translation, would require a local agency to calculate the total population of those within its jurisdiction that speaks English less than “very well,” and, for each language included in the American Community Survey data, determine whether speakers of any language who speak English less than “very well” comprise at least 5% of the total population of that jurisdiction that speaks English less than “very well.” The bill would make organizational and clarifying changes to the above-described provisions, as specified. This bill would declare that it is to take effect immediately as an urgency statute.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2411</a> <a href="#">McKinnor</a> D</p> <p>California Olympic and Paralympic Public Safety Command: agreements with state and local agencies.</p>	<p>This bill is now on the Assembly Floor.</p>	<p>Existing law requires the Office of Emergency Services to establish the California Olympic and Paralympic Public Safety Command (COPPSC) to facilitate the planning, resourcing, management, and delivery of safety and security at the 2028 Olympic and Paralympic Games in Los Angeles. Existing law repeals provisions relating to COPPSC on January 1, 2029. Existing law requires the Commission on Peace Officer Standards and Training (POST) to adopt rules establishing minimum standards relating to physical, mental, and moral fitness that govern the recruitment of certain peace officers. Existing law requires POST to establish a certification program for certain peace officers, as provided. This bill would require COPPSC to negotiate and enter into agreements to facilitate training, mutual cooperation, sharing of information and resources, and the use of law enforcement personnel with other state and local agencies within and outside of the State of California for the purposes of ensuring public safety for the 2028 Olympic and Paralympic Games. The bill would require the agreement to, among other things, require law enforcement personnel contracted from out of state to obtain a certificate of training from the commission. The bill would require the commission to establish a streamlined training program for out-of-state law enforcement personnel that, among other things, satisfies the key requirements for qualifications under the POST program that are necessary for the unique conditions of the 2028 Olympic and Paralympic Games. The bill would repeal the requirement to establish a streamlined training program on January 1, 2029.</p>	<p>Watch</p>
<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 Senate Rules Committee, pending referral to policy 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 24 inches by 36 inches or more in size. 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>

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2492</a> <a href="#">Gabriel D</a> Public safety: mega sporting events.	This bill was held on the Suspense File in the Assembly Appropriations Committee.	Existing law requires the Office of Emergency Services to establish, and oversee the development, approval, and adoption of, the California Olympic and Paralympic Public Safety Command to facilitate the planning, resourcing, management, and delivery of safety and security at the 2028 Olympic and Paralympic Games in Los Angeles, as specified. Existing law requires the office to enter into a memorandum of understanding with the Los Angeles Organizing Committee for the 2028 Olympic and Paralympic Games, and with other necessary parties, to implement these requirements, as specified. This bill would require the office, in collaboration with the host counties and any relevant host committee or partner, to prepare for the planning, resourcing, management, and delivery of safety and security at and around certain mega sporting events or any official watch party, as specified. The bill would require the office to enter into a memorandum of understanding with the host counties and any other necessary party to implement these provisions by January 1, 2027. The bill would repeal these provisions on January 1, 2030. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2516</a> <a href="#">Petrie-Norris</a> D</p> <p>California Grid Manufacturing Initiative.</p>	<p>This bill is now on the Assembly Floor.</p>	<p>Existing law establishes the Governor's Office of Business and Economic Development (GO-Biz) within the Governor's office and requires GO-Biz to serve the Governor 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 within GO-Biz the Energy Unit to accelerate the planning, financing, and execution of critical energy infrastructure projects, as specified. This bill would require the Energy Unit, in coordination with other specified state entities, to establish the California Grid Manufacturing Initiative. The bill would require the Energy Unit to identify and procure critical electricity grid components, as defined, and to incentivize new or existing in-state manufacturing of electricity grid components. This bill would require the Energy Unit to develop a process for each public utility, as defined, on or before January 1, 2028, and regularly thereafter, to submit a projection of its purchasing needs for critical electricity grid components for which the public utility has not entered into a purchase agreement and for which the public utility affirmatively seeks the assistance of the Energy Unit in coordinating resources and leveraging purchasing power. The bill would provide that, if the Energy Unit determines that centralized procurement is warranted for a critical electrical grid component, a participating public utility may, prior to the issuance of a solicitation by the Energy Unit for that component, submit to the Energy Unit the conditions under which the public utility commits to purchase those components from the initiative, as provided. Under the bill, if a procurement by the Energy Unit satisfies the conditions submitted by a public utility, the public utility's commitment to purchase the component from the initiative would be binding, as provided. By imposing new duties on local publicly owned electric utilities, the bill would impose a state-mandated local program. This bill would authorize the Energy Unit to issue requests for proposals or other competitive solicitations to procure critical electricity grid components, as provided, and would authorize the Energy Unit to provide financial assistance to projects that establish or expand manufacturing capacity in California for electrical grid components, as specified. The bill would also authorize the Energy Unit to enter into production joint ventures with qualified private suppliers, as provided, and to provide bond financing and other assistance. 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 entities and employees: declaration.</p>	<p>This bill is on the Assembly Floor.</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 requires that a claim against a public entity or public employee be signed by the claimant or by some person on the claimant's behalf. This bill would require a claim against a public entity or public employee to include a declaration that, upon information and belief, the contents of the claim are true and correct. By expanding the definition of a crime, this bill would impose a state-mandated local program. This bill contains other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2560</a> <a href="#">Schultz D</a>  Climate Action Plan for Transportation Infrastructure: goals.	This bill is now on the Assembly Floor.	Existing law establishes the Transportation Agency, which has the power of general supervision over specified state entities. Existing law requires the agency to develop and report on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, coordinated planning and policy formation in the matters of public interest related to the agency. This bill would establish specified goals for the Climate Action Plan for Transportation Infrastructure (CAPTI), consistent with state law.	Watch

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>
<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>

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 555</a> <a href="#">Caballero D</a>  Workers' compensation: average annual earnings.	This bill is in the Assembly Insurance Committee.	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.	Watch
<a href="#">SB 667</a> <a href="#">Archuleta D</a>  Railroads: safety: wayside detectors.	This bill is in the Assembly Utilities & Energy Committee.	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.	Oppose March 2026

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 741</a> <a href="#">Blakespear</a> D  Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.	This is a two-year bill.	The California Coastal Act of 1976, which is administered by the California Coastal Commission, requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit from a local government or the commission. Existing law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways, as provided. This bill would expand that exemption to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor, as provided. This bill would make legislative findings and declarations as to the necessity of a special statute for the Los Angeles-San Diego-San Luis Obispo Rail Corridor.	Watch
<a href="#">SB 908</a> <a href="#">Wiener</a> D  Residential windows: retrofitting: residential window replacement projects: California Building Code compliance.	This bill is on the Senate Floor.	Existing law, the Davis-Stirling Common Interest Development Act, governs the management and operation of common interest developments. Existing law places various limits and prohibitions on the governing documents, as defined, relative to an owner's separate interest within those developments. This bill would prohibit those governing documents from limiting or prohibiting the owner of a separate interest within a common interest development from completing a residential window replacement project, as defined, or from imposing any requirements on California Energy Code-compliant windows in a housing development project, as defined. This bill contains other related provisions and other existing laws.	Watch
<a href="#">SB 929</a> <a href="#">Jones</a> R  State Energy Resources Conservation and Development Commission: chair: report to the Legislature.	This bill is on the Senate Floor.	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.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 935</a> <a href="#">Choi R</a>  Local agency design-build projects: authorization.	This bill is in the Assembly Local Government Committee.	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.	Watch

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 939</a> <a href="#">Laird D</a></p> <p>Public employees' retirement: service credit: payments.</p>	<p>This bill is in the Assembly 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 permits a member who retires before paying off the entire amount for service credit to pay the balance due by deductions from their retirement allowance equal to those authorized as payroll deductions, as specified. Under existing law, upon the death of that member, a survivor of the member, who is eligible for a monthly allowance, may elect to continue those deductions from the survivor's allowance. Existing law authorizes the member, survivor, or beneficiary, as an alternative, on or after January 1, 2020, to elect to receive an allowance that is reduced by the actuarial equivalent of any balance remaining unpaid by the member. This bill would limit that alternative option to elections made on or after January 1, 2020, with an initial effective date prior to January 1, 2028. (2)Existing law provides that all elections taking effect on or after January 1, 2020, including elections for normal contributions, arrears contributions, absences, or public service become due and payable at the time of the member's retirement or preretirement death. This bill would require, for all elections with an effective date on or after January 1, 2028, except as specified, the member's payment to be received by the system no later than 90 days after the member's retirement effective date, or the survivor or beneficiary's payment to be received by the system no later than 90 days after the date the notification of balance due is mailed. For any balance not paid, the service credit included in the election would be reduced or eliminated, as specified. This bill would also require all contributions or service credit adjustments required by law or agreement with an effective date on or after January 1, 2028, to become due and payable at the time of retirement or preretirement death. The bill would require the member, survivor, or beneficiary to have their allowance reduced by the actuarial equivalent of any balance remaining unpaid by the member. (3)Existing law permits a member of PERS who has elected to receive credit for service and who retires for disability, including a safety member who retires due to industrial disability, to elect to cancel the installments prospectively, in accordance with certain provisions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 994</a> <a href="#">Cabaldon</a> D</p> <p>Local agencies: nondisclosure agreements.</p>	<p>The bill is on the Senate floor.</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 agency official, as defined, 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 agency officials serving on the same council, board, commission, district, or agency. The bill would require a local agency 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 agency official also apply to a local agency 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 agency 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 agency official to share information with fellow local agency officials serving on the same council, board, commission, district, or agency 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>
<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 at the Assembly Desk.</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>

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1035</a> <a href="#">Strickland</a> R  Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.	This bill is in the Senate Environmental Quality Committee.	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.	Watch
<a href="#">SB 1087</a> <a href="#">Cabaldon</a> D  Transportation planning: sustainable communities strategies: transportation funding programs.	The bill is on the Senate floor.	Existing law requires certain transportation planning agencies to prepare and adopt 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. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization's timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization. Upon the submission of a regional transportation plan that does not include a new sustainable communities strategy, the bill would require the metropolitan planning organization to submit a sustainable communities strategy implementation report. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1097</a> <a href="#">Wiener D</a>  California Environmental Quality Act: electrical distribution: exemptions.	This bill was held on the Suspense File in the Senate Appropriations Committee.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that the lead agency 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. This bill would exempt from CEQA projects that consist of the inspection, maintenance, repair, restoration, reconditioning, reconductoring with advanced conductors, replacement, or removal of an existing transmission wire or cable used to conduct electricity or other piece of equipment that is directly attached to the wire or cable and that meet certain requirements, including, among other things, that for a project that is not located on a sensitive site, the project is undertaken entirely within an existing right-of-way. For projects that are located on a sensitive site, as defined, the bill would also require that the project not increase the footprint of the existing transmission line by more than 10%. In addition to those requirements, for projects that are located within a national park, a national monument, a national wilderness area, or a national recreation area, the bill would also require that the existing right-of-way that the project is undertaken within have a certified EIR, negative declaration, or mitigated negative declaration. For any of these above-described projects that are undertaken within a private right-of-way, the bill would require the project applicant to obtain permission from each underlying property owner to access the property for the project and to enter into an agreement to restore the right-of-way to its condition before the commencement of the project. If a lead agency determines that a project is exempt from CEQA pursuant to the above-described provision, the bill would require the lead agency to file a notice of exemption with the Office of Land Use and Climate Innovation and the county clerk in each county in which the project is located, as provided. By increasing the duties of a lead agency, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
<a href="#">SB 1136</a> <a href="#">Blakespear D</a>  Intercity rail and commuter rail: special events service plans: fare system integration.	This bill was held on the Suspense File in the Senate Appropriations Committee.	Existing law sets forth various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would require, on or before July 1, 2027, a regional rail operator, as defined, operating within an intercity rail corridor to ensure that its fare systems are fully integrated with the fare systems of the intercity rail operator, and any other regional rail operator, operating in the intercity rail corridor. By imposing additional duties on regional rail operators, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1187</a> <a href="#">Durazo</a> D  Open meetings: majority.	This bill is at the Assembly Desk.	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-</a> <a href="#">Cuevas</a> D  Skilled and trained workforce requirements.	The bill is on the Senate floor.	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, in addition to the specified notice in bid documents, require a public entity to post, or require a prime contractor to post, a job site notice specifying that the project is subject to the skilled and trained workforce requirement. The bill would also extend the same posting and notice requirement to private developers. 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 was held on the Suspense File in the Senate Appropriations Committee.	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, on and after July 1, 2027, and before July 1, 2032, exempt from those taxes the gross receipts from the sale of, and the storage, use, or other consumption of a used motor vehicle sold by specified dealers or their affiliates or a new motor vehicle. This bill contains other related provisions and other existing laws.	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 on the Senate Floor.</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, until January 1, 2032, the City of Los Angeles, Santa Monica, West Hollywood, Inglewood, San Diego, or Long Beach, or the city parking enforcement authority within those cities, 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 participating city 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 smart loading zones. The bill would require a participating city that automates parking payments by charging vehicles a fee for access to outline the fee, and any adjusted rates, in an ordinance or resolution. The bill would require the public ordinance or resolution to include an Enhanced Curb Management Use Policy (policy) that sets forth the specific purpose of the system, among other things. The bill would require the policy to be made available for public review, 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 1324</a> <a href="#">Blakespear</a> D</p> <p>Passenger and freight rail: LOSSAN Rail Corridor: working group report.</p>	<p>This bill is in the Assembly Transportation 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. Existing law requires the Secretary of Transportation to convene a working group composed of representatives of certain types of entities, including, among others, representatives from county transportation commissions and metropolitan planning organizations from specified counties. Existing law requires the working group to submit consensus recommendations and feedback in a report to the Legislature on or before February 1, 2026, on various topics relating to rail service in the LOSSAN Rail Corridor. This bill would instead require the working group to submit this report to the Legislature on or before February 1, 2027. By extending the duties of representatives of local agencies, the bill would impose a state-mandated local program. This bill contains other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 1366</a> <a href="#">Rubio</a> D</p> <p>Public Utilities Commission: report.</p>	<p>The bill is on the Senate floor.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including every common carrier, toll bridge corporation, pipeline corporation, gas corporation, electrical corporation, telephone corporation, telegraph corporation, water corporation, sewer system corporation, and heat corporation, as specified. Existing law requires each state agency, including the commission, to provide the Director of General Services with an annual report on late payment penalties that were paid by the agency, as provided. This bill would require the commission to annually submit a report to the Legislature with information related to the payment of invoices, as provided.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1375</a> <a href="#">Cortese D</a></p> <p>California Environmental Quality Act: exemption: urban intermodal rail station project.</p>	<p>This bill is on the Senate Floor.</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. Existing law exempts from CEQA a public project for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities that will be exclusively used by zero-emission trains or specified rolling stock or locomotives, as provided. This bill would exempt from CEQA a public urban, intermodal rail station project within a long-urbanized area within the statewide passenger rail network, at which high-capacity light, commuter, and intercity rail services converge that meets specified conditions, including, among other requirements, a requirement for compliance with various environmental laws and for the adoption of a plan for how any displacement from the project will be fully addressed, as provided. Because a lead agency would be required to determine the applicability of this exemption, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Support May 2026</p>
<p><a href="#">SB 1411</a> <a href="#">Stern D</a></p> <p>Greenhouse Gas Reduction Fund: funding conditions: high-speed rail.</p>	<p>This bill was held on the Suspense File in the Senate Appropriations 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 certain purposes, including for additional activities, not to cumulatively exceed \$500,000,000, that maximize the efficiency of delivering the project, as specified. This bill would revise and recast that authorization to instead 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 activities related to early works, as defined, and for projects developed through public partnership agreements or public-private partnership agreements, subject to the requirements that those funding commitments maximize the efficiency of delivering the project and do not delay the completion of the Merced to Bakersfield segment, as specified. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1425</a> <a href="#">Cortese D</a></p> <p>High-Speed Rail Authority: property: right-of-way.</p>	<p>The bill is on the Senate floor.</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 establish a permit program, administered by the authority, for encroachments on the authority's rights-of-way. The bill would make any person who installs or performs an encroachment within the authority's right-of-way, without a permit, guilty of a misdemeanor. The bill would also make any person who willfully damages any feature of the high-speed train system or any portion of the authority's right-of-way guilty of a misdemeanor. The bill would provide for civil penalties for specified categories of encroachment and, unless authorized by law or an encroachment permit, would make it unlawful to manage water flows in certain ways that impact the high-speed train system or the authority's right-of-way, as specified. The bill would require all moneys, including moneys from permit fees and civil penalties, collected pursuant to its provisions to be deposited into the High-Speed Rail Property Fund. The bill would, upon appropriation by the Legislature, make the penalty moneys available to the authority for use in the development, improvement, and maintenance of the high-speed rail system, and the other moneys available for administering these provisions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SCR 84</a> <a href="#">Blakespear D</a></p> <p>California Rail Month.</p>	<p>This bill is in the Assembly Rules Committee, pending referral to policy committee.</p>	<p>This measure would recognize May 2026 as California Rail Month.</p>	<p>Watch</p>

**Caltrain  
Federal Report  
May 2026**

Caltrain CEO Visits Washington, D.C. for Meetings with Federal Officials and Lawmakers

- During the week of April 20, Caltrain CEO Michelle Bouchard visited Washington, D.C. for meetings with federal departments and lawmakers. Discussion topics included thanking congressional members for their support through the community project funding (earmark) process) as well as discussing Caltrain’s federal priorities. During meetings with the Department of Transportation (DOT), the Caltrain team introduced meeting participants to Caltrain and discussed Caltrain’s Age Exploration Program.
- The Manatt team scheduled the following meetings for the Caltrain team:
  - Rep. Kevin Mullin (D-CA)
  - Rep. Sam Liccardo
  - Office of Sen. Alex Padilla (D-CA)
  - Office of Sen. Adam Schiff (D-CA)
  - Federal Transit Administration:
    - Jamie Pfister, Acting Executive Director
    - Matthew Cahill, Chief Counsel
    - Heather Babb, Deputy Associate Administrator
    - Mark Bathrick, Director, Office of Grants Management and Guidance
    - Patrick Mullane, Senior Congressional Affairs Specialist
  - Federal Railroad Administration:
    - Drew Feeley, Deputy Administrator

**Congress**

Congress Ends DHS Shutdown

- On April 30, the House approved a bill by voice vote to fund all of the Department of Homeland Security (DHS) except its immigration enforcement agencies, ending the longest agency shutdown in U.S. history. The shutdown lasted more than 10 weeks, with DHS Secretary Markwayne Mullin warning that the agency would soon run out of money to pay its employees.
- While House Republicans opposed passing the Senate-approved bill, arguing that it should include funding for immigration enforcement agencies, House Speaker Mike Johnson reportedly faced pressure from the White House and some House

Republican lawmakers to pass it before the chamber left town for a weeklong recess.

- Secretary Mullin gave an interview to Fox News on Friday, May 1, explaining that the shutdown slowed the implementation of DHS priorities and eroded capacity. The Secretary added that during the shutdown period, more than 1,100 TSA screeners have quit, harming preparedness for a busy summer of travel with major events like the 2026 FIFA World Cup.

#### Surface Transportation Reauthorization Markup Delayed

- While the House Transportation & Infrastructure (T&I) Committee had hoped to mark up the long-awaited surface transportation reauthorization bill in mid-April, the Committee is now targeting a date in May. The delay reportedly stems from ongoing negotiations between House T&I Committee Chair Sam Graves (R-MO) and Ranking Member Rick Larsen (D-WA) over the bill's topline number. Chair Graves has supported a package in the \$500 and \$550 billion range, while Ranking Member Larsen is seeking a higher figure. Chair Graves has since indicated that he may be willing to possibly go over \$600 billion.
- Ranking Member Rick Larsen also reported that he is in favor of including a fee on electric vehicles and hybrid cars in the forthcoming surface transportation bill. Chair Graves had previously expressed support for such a proposal.

#### ***Administration***

#### DOT Announces Consolidated Rail Infrastructure and Safety Improvements NOFO

- The Federal Railroad Administration (FRA) released the NOFO for the FY25-26 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program. The CRISI program funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.
- FRA expects outcomes of selected projects to include either safety or high-performing core assets. Projects may either reduce train accidents, highway-rail grade crossing incidents, and trespass incidents; or restore and modernize core assets to improve the state of good repair, enhance system resiliency, and increase safety. At least 25 percent of the available award amount will be made available for projects located in Rural Areas.
- Applications are [due](#) by June 22, 2026.

### DOT Announces Railroad Crossing Elimination NOFO

- The Federal Railroad Administration (FRA) released the NOFO for the Railroad Crossing Elimination Grant Program. This program funds projects that: build overpasses or underpasses so cars and trains never meet; upgrade safety technology at crossings; relocated tracks to close a grade crossing; and educate Americans on how to cross train tracks safely.
- FRA expects outcomes of selected projects to include either safety or improvement of mobility of people and goods. Projects may either reduce highway-rail crossing incidents, trespass incidents, and train accidents; or eliminate highway-rail and pathway rail grade crossings that are frequently blocked by trains to enhance rail safety, improve the health and safety of communities, and reduce the impacts that freight movement and railroad operations may have on underserved communities. The program sets-aside 3 percent of funding for planning projects located in Rural Areas or on Tribal Lands, 20 percent of Crossing Safety Program funds for projects in Rural Areas or on Tribal Lands, and at least \$3 million for Highway-Rail Grade Crossing safety information and education programs.
- Applications are [due](#) by May 29, 2026.

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Advocacy and Major Projects (AMP) Committee

Through: Michelle Bouchard, Executive Director

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

For: June 2026 JPB Board of Directors Meeting

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

Finance Committee Recommendation

Technology, Operations, Planning, and Safety Committee Recommendation

Advocacy and Major Projects Committee Recommendation

**Purpose and Recommended Action**

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

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

**Discussion**

The BEMU Pilot is a research and development project with the end goal of producing a BEMU qualified to run on the general railroad system, and on Caltrain's Right-of-Way (ROW) including the Gilroy Extension specifically under battery power.

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

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

**Monthly Update**

**1. Project Schedule and Milestones**

- BEMU project baseline schedule was established on April 22, 2024. The table below shows the status of major Milestones as of March 31, 2026. Preliminary Design Review (PDR) is 100 percent complete.
- Final Design Review (FDR) will likely be delayed due to an issue found during preliminary propagation testing of the batteries. Additional propagation testing is being planned. In addition, alternative battery types are also being considered. Staff will provide a path forward in summer 2026.

<u>Key Project Activity</u>	<u>Notice to Proceed (NTP) + months estimated in Change Order</u>	<u>Planned Completion (Baseline)</u>	<u>Progress as of 04/30/2026</u>	<u>Progress On Track?</u>	<u>Notes</u>
Stadler Notice to Proceed	0	08/25/23	Completed	Completed	
Approval of Master Program schedule	3	04/22/24	Completed	Completed	
Conceptual Design Review (CDR)	12	04/18/25	Completed	Completed	
Preliminary Design Review (PDR)	16	08/15/25	Completed	Completed	
Final Design Review (FDR)	20	12/12/25	09/2026	Delayed	
Battery First Article Inspection	30	04/10/26	09/2026	Delayed	
Completed Carshells	40	05/01/26	06/2026	Delayed	
Authorization to Ship to Transportation Test Center	45	06/25/27	In Planning	On Track	
Completion of Testing at Transportation Test Center	50	12/10/27	In Planning	On Track	

(TTC)					
Conditional Acceptance – BEMU Ready for Revenue Service	55	10/23/28	In Planning	On Track	
Final Acceptance	60	11/20/28	In Planning	On Track	

## 2. Cost – Spend vs Budget with Actuals and Accruals through April 30, 2026

### Project 100782 BEMU - Budget and Cost (As of April 30, 2026)

	(A)	(B)	(C)	(D)		(E)	(F) = (C - E)	(G) = (D / E)
Project Cost Analysis	Original Budget (US\$MM)	Approved Changes (Contractor) (US\$MM)	Project Current Budget (US\$MM)	Expended and Accruals To-Date (US\$MM)	To-Go (US\$MM)	Estimated at Completion (EAC) (US\$MM)	Variance at Completion (US\$MM)	% Expended of EAC
Contractor - STADLER	\$ 60.98	\$ 0.56	\$ 61.54	\$ 26.17	\$ 35.36	\$ 61.54	\$ -	42.53%
Other Contracts	\$ 1.31	\$ 0.06	\$ 1.38	\$ 0.06	\$ 1.85	\$ 1.91	\$ (0.54)	3.38%
Program Mngt. & Admin Costs	\$ 9.64		\$ 9.64	\$ 0.87	\$ 7.69	\$ 8.56	\$ 1.09	10.15%
Project Contingency	\$ 7.47	\$ (0.63)	\$ 6.84		\$ 6.84	\$ 6.84	\$ (0.00)	0.00%
ICAP	\$ 0.60		\$ 0.60	\$ 0.06	\$ 1.08	\$ 1.15	\$ (0.55)	5.58%
<b>Total BEMU Project</b>	<b>\$ 80.00</b>	<b>\$ -</b>	<b>\$ 80.00</b>	<b>\$ 27.17</b>	<b>\$ 52.83</b>	<b>\$ 80.00</b>	<b>\$ (0.00)</b>	<b>33.96%</b>

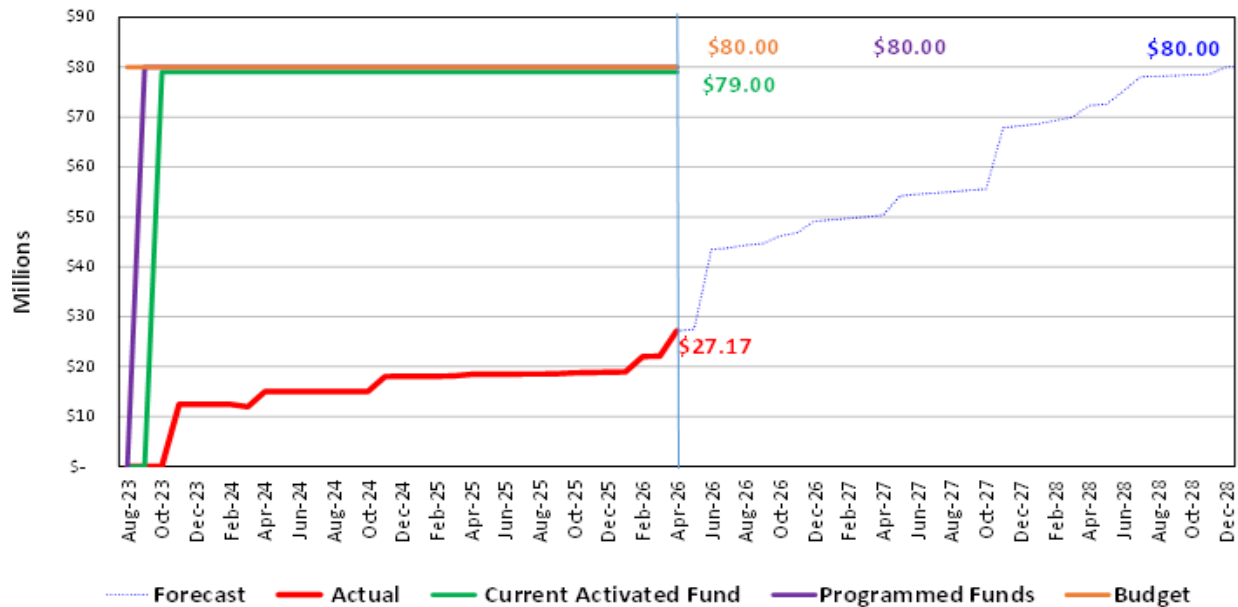
Note:

- 1). Expended and Accruals To-Date is through April 30, 2026;
- 2). Program Mngt. & Admin Costs includes JPB project oversight costs, TASI support and Other Direct Costs for BEMU trainset;
- 3). Other Contracts includes Wayside Upgrades;
- 4). ICAP under Original Budget was calculated based on FY24 ICAP rate of 4%. Current ICAP is calculated at FY26 ICAP rate of 8.14% and 11% for FY27 and beyond.

### 3. Cost Curve:

APRIL 2026

#### BEMU | Expenditure - Planned vs. Actual



### 4. Major Activities for April 2026:

- Held monthly progress meeting.
- Held on-going technical coordination meetings (biweekly).
- Held on-going safety coordination meetings (monthly).
- Held a quarterly meeting with the Federal Railroad Administration (FRA).
- Held battery testing meetings and discussed alternative battery type options.
- Reviewed the monthly progress report and schedule, carbody quality documentation, the revised master test plan, and the revised friction brake design documentation.

### 5. Upcoming Key Activities:

- Prepare for next quarterly FRA meeting.
- Continue reviewing safety submittals (and other submittals as needed).
- Introduce BEMU project to Union Pacific Railroad (UPRR) (at Project Manager level) and start coordination efforts.

- Continue meetings/discussions regarding battery testing and path forward.
- Develop BEMU Concept of Operations with Rail Planning and Operations.

**6. Change Management:**

- In August 2023, the JPB approved a change order for not to exceed \$60,976,504 to Stadler US Inc., contract No. 14-PCJPB-P-056 for an option of one four-car BEMU trainset.
- A change order (CCO #57) was fully executed for BEMU convenience outlets, which were not included in the BEMU train order. The change order amount is \$40,019.18. This change will be covered by the contingency and there is no change to the project budget.
- A change order (CCO #60) in the amount of \$520,500 to increase the battery capacity from the baseline 1.9 megawatt-hour (MWh) requirement to 2.3 MWh was fully executed. This change will be covered by the contingency and there is no change to the project budget.
- A Purchase Order in the amount of \$65,000 for PTC radio licenses and PTC control messaging licenses (2 licenses) has been issued to Meteorcomm under BEMU project. This change will be covered by the contingency and there is no change to the project budget.
- There is a potential change order to Nomad in the amount \$242,000 for passenger Wi-Fi materials, installation, testing and service for the BEMU train which was not included in the original scope and budget.
- There is a potential change order for the addition of a cab camera crash-hardened memory module to meet the requirements of an FRA regulation that was released after the BEMU contract was signed.

**7. Risk Management:**

The following are top risks for implementation of BEMU project:

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

Risk Descriptions	Mitigation Actions
3. Potential issues passing battery propagation tests	Work with carbuilder and battery supplier to put contingency plans in place

**8. FRA Coordination Status:**

- A quarterly meeting with the FRA took place on April 7, 2026, via Teams. Presentations and discussions included the project schedule and progress, the preliminary design, the safety program, and the general plan for meeting applicable FRA requirements (including concurrence with the FRA industry letters regarding alternative fuel vehicles). The FRA indicated they would like a notice 60 days prior to the Battery B (BB) carbody structural test.
- A follow-up (quarterly) meeting will be held on July 2026.

**Budget Impact**

There is no impact on the budget from receiving this report.

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