



BOARD OF DIRECTORS 2024

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# AGENDA

## PENINSULA CORRIDOR JOINT POWERS BOARD Advocacy and Major Projects (AMP) Committee Meeting

March 27, 2024, 3:30 pm

Bacciocco Auditorium, 2<sup>nd</sup> Floor  
1250 San Carlos Ave., San Carlos, CA

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

Members of the public may participate remotely via Zoom at <https://us02web.zoom.us/j/84582532747?pwd=dGdjV3lQVW1RUGUyZk9SSml6aXZRZz09> or by entering Webinar ID: **845 8253 2747**, Passcode: **268109**, in the Zoom app for audio/visual capability or by calling 1-669-444-9171 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <https://www.caltrain.com/video-board-directors>.

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

Public Comments: Public comments may be submitted to [publiccomment@caltrain.com](mailto:publiccomment@caltrain.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

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

Each public comment is limited to two minutes. The Board 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.

**March 27, 2024 - Wednesday**

**3:30 pm**

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*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 / Pledge of Allegiance
2. Roll Call
3. 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.
4. Meeting Minutes of February 28, 2024 Motion
5. State and Federal Legislative Update Informational
6. Link21 Program Update Informational
7. Committee Member Requests
8. Date/Time of Next Regular AMP Committee Meeting: Wednesday, April 24, 2024  
at 3:30 pm.  
The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.
9. Adjourn

### **Information for the Public**

All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board. If you have questions on the agenda, please contact the JPB Secretary at 650.508.6242. Agendas are available on the Caltrain website at [www.caltrain.com](http://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: First Thursday of the month, 9:00 am; JPB Advocacy and Major Projects (AMP) Committee: Two Wednesdays before the Board meeting, 3:30 pm. The date, time, and location of meetings may be changed as necessary. Meeting schedules for the Board and committees are available on the website.

### **Location of Meeting**

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

### **Public Comment\***

Members of the public are encouraged to participate remotely or in person. Public comments may be submitted by comment card in person and given to the JPB Secretary. Prior to the meeting's call to order, public comment may be sent to [publiccomment@caltrain.com](mailto:publiccomment@caltrain.com) so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

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

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

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

### **Availability of Public Records**

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

**Peninsula Corridor Joint Powers Board  
Advocacy and Major Projects (AMP) Committee  
1250 San Carlos Avenue, San Carlos, CA 94070**

**Draft Minutes of February 28, 2024**

**Members Present:** Jeff Gee, Steve Heminger (Chair)

**Staff Present:** D. Baxter (Kimley-Horn), M. Bouchard, G. Buckley, G. Cadwalader (Prologis), J. Harrison, W. Lau, M. Lee, M. Louie, D. Ryan, N. Steward-Crooks, M. Tseng

**1. Call to Order/Pledge of Allegiance**

Chair Heminger called the meeting to order at 3:30 pm and led the Pledge of Allegiance.

**2. Roll Call**

Deputy District Secretary Margaret Tseng called the roll and confirmed a Board quorum was present.

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

There was none.

**4. Meeting Minutes of January 24, 2024**

Motion/Second: Gee/Heminger

Ayes: Gee, Heminger

Noes: None

**5. Approve Update to Public Comment Process Policy**

Michelle Louie, Title IV and Social Equity Administrator, and Wendy Lau, Deputy Director of Civil Rights, provided the presentation that included the following:

- Public engagement is a key part of the decision-making process and a component of Title IV public comment process
- The introduction of electrified service may alter the criteria for major service changes, potentially impacting the necessity for future public meetings
- Proposed updates set the minimum standards for the public comment process, including translation of all forms into Spanish and Chinese for public hearings and meetings
- Staff toolkit is in the works with cross-departmental involvement

The Committee Members had a discussion and staff provided further clarification in response to the Committee's comments and questions which included the following:

- Revamping policy is advisable, considering it predates the internet and current methods of communication
- Identify threshold for major service change once electrified schedule is established and with Title VI considerations
- Restructure public hearings by introducing flexible scheduling to provide more opportunities

for engagement

Public Comment

Adina Levin, Friends of Caltrain, commented about the current threshold on the levels of service changes not being in the right place and the impact if these changes are not brought before the Board.

Adrian Brandt expressed concerns that significant service cuts or changes would not be presented to the Board and commented about the ineffectiveness of newspaper noticing due to low readership and emphasized the need to focus on outreach to train commuters.

Ms. Lau explained that Office of Civil Rights (OCR) will examine necessary amendments to the major service change threshold after electrification, with any immediate changes requiring a public meeting. She noted that public meetings are distinct from the approval of a new major service change definition. Additionally, she stated that there is a proposal to update the public comment process, which is separate from the major service change policy.

Motion/Second to recommend approval of public comment process but request staff undertake review of definition of “major service change” as part of Title VI analysis for post-electrification operations and propose modifications to AMP and Board upon completion of work:

Gee/Heminger

Ayes: Gee, Heminger

Noes: None

**6. Amendment #2 to the Memorandum of Agreement with Transbay Joint Powers Authority for 4<sup>th</sup> and King Yard Preparation in Support of the Downtown Rail Extension \* \*\***

Gwen Buckley, Principal Planner, provided the presentation that included the following:

- Recognized the necessity for significant work within right-of-way before and throughout the main civil construction phase
- Serve as responsible agency for the delivery of Package B using the construction manager general contractor (CMGC) delivery method
- Implement construction phasing will maintain rail operations, necessitating additional time and resources to validate the feasibility of innovative solutions

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

- Service interruptions to accomplish construction work on segments of the project
- Safety and sequencing phasing will be more difficult with electrified service
- Amendment includes work to address keeping trains in operation during construction

Public Comment

Adrian Brandt commented about the importance of keeping the bike stations accessible and operational during construction.

Motion/Second: Gee/Heminger

Ayes: Gee, Heminger

Noes: None

## 7. State and Federal Legislative Update

Devon Ryan, Government Affairs Officer, provided the presentation that included the following:

- Congressional leaders reached an agreement on six bills, securing funding for various Federal agencies, including transportation, and averting a government shutdown
- Transportation, Housing, and Urban Development (THUD) Bills for transit funding favorable in the Senate; future updates will be provided as the bill moves forward
- The Metropolitan Transportation Commission (MTC) has earmarked twenty-five million dollars in operating funds for Caltrain in the fiscal year 2026 through the State's funding package
- Productive discussion with Senator Wahab regarding Senate Bill (SB) 926, highlighting regional coordination with transit networks. Expected to go to committee in March
- Assembly Member Lee introduced Assembly Bill (AB) 2503 to exempt railroad electrification projects from California Environmental Quality Act (CEQA) review Senate SB922 passed last year, which covers the electrification component

Director Gee requested for current language and amendments of SB 925 and SB 926 be shared with the Board next week.

## 8. Receive an Update on San Francisco Railyards Preliminary Business Case

Dahlia Chazan, Chief of Planning, D.J. Baxter, Kimley-Horn Project Manager, and Genevieve Cadwalader, Prologis, provided a presentation that included the following:

- Opportunity to strategically plan and coordinate investments, addressing potential construction impacts resulting from changes at the railyard due to the Portal Project. Allows for consideration of modernizing the site through Transit Oriented Development (TOD)
- The moderate growth scenarios adoption indicates the need to explore a high growth scenario, incorporating up to twelve trains per hour and four high-speed rail trains
- Identified process establishes a unified phase one for immediate development and station upgrades, maintaining adaptability for multiple phase two paths to accommodate the Portal's timing. Essential to this plan is the necessity for off-site storage.
- Project contingent upon the ability to identify and relocate storage offsite from the Fourth and King Railyard to create more development capacity at the site; storage needs are contingent upon service levels and the fleet size

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

- Offsite storage directly influences the service vision and achievable service levels for electrified service
- Align with concurrent projects at site to ensure investments are harmonized, synchronized, and changes are consolidated to reduce disruptions
- Business case designed to assess possibilities while prioritizing the best interests of customers and communities served
- Goal to include multiple alternatives in the environmental review processes (CEQA and National Environmental Policy Act Analysis (NEPA) to ensure the project remains flexible for various future scenarios

Public Comment

Adrian Brandt commented on the location of the storage facility and how it impacts moderate to high growth potential; lower density versus higher density in proximity to train facilities.

**9. Receive an Update on Diridon Station Business Case**

Marian Lee, Rail Administration Consultant, and Melissa Reggiardo, Planning Manager, provided a presentation that included the following:

- Ongoing analysis aimed to identify the optimal approach for accommodating future service needs for all transit operators
- New station alternatives being evaluated that reduce station boundaries and minimize impact with Pacific Gas and Electric (PG&E) station and nearby housing
- Business case exploring elevated airport connector alignments, prioritized layover spaces, the Centralized Equipment Maintenance and Operations Facility (CEMOF), and the potential impact on the PG&E substation, including the possibility of reconstruction
- Interim Integrated Organization serves as the agreed short-term governance structure to facilitate efficient progress through the business case process
- Federal Rail Authority (FRA) expanded grant program and relying on California High Speed Rail (CAHSR) to assist in developing grant strategy
- Diridon Project Steering Board will not supersede any of the partner boards

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

- The chosen structure must clarify land ownership, delineate responsibilities for funding applications, and establish a clear funding strategy
- The Diridon Station Project and the Salesforce Center share challenges with intermodal connections

Public Comment

Adrian Brandt commented on the location and distance of the Bay Area Rapid Transit (BART) Station at the site and the importance of transfers.

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

**11. Date/Time of Next Regular AMP Committee Meeting:** Wednesday, March 27, 2024 at 3:30 pm

**12. Adjourn** - The meeting adjourned at 5:40 pm.

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Advocacy and Major Projects Committee  
Through: Michelle Bouchard, Executive Director  
From: Casey Fromson, Chief of Staff  
Subject: **State and Federal Legislative Update**

Finance Committee  
Recommendation

Technology, Operations, Planning,  
and Safety Committee  
Recommendation

Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

The 2024 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 attached reports highlight the recent issues and actions that are relevant to the Board.

Staff proposes the Committee recommend the Board:

1. Receive the attached State and Federal Legislative Updates

**Discussion**

The update will discuss the federal budget process, relevant state legislation, and status of the Bay Area regional transportation measure.

**Budget Impact**

None.

Prepared By: Devon Ryan                      Government & Community Affairs 650.730.6172  
Officer

Isabella Conferti                      Government & Community Affairs 650.647.3498  
Specialist





March 8, 2024

TO: Board of Directors, Peninsula Corridor Joint Powers Board (Caltrain)

FM: Matt Robinson, Michael Pimentel, and Alchemy Graham, Shaw Yoder Antwih Schmelzer & Lange  
Mike Robson, Edelstein Gilbert Robson & Smith LLC

RE: **STATE LEGISLATIVE UPDATE – April 2024**

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### ***General Update***

February 16 marked the bill introduction deadline for the Legislature; this means that all measures to be acted on in the second year of the 2023-24 legislative session that were not previously 2-year bills must be introduced in the form of a new bill by this deadline. The Legislature introduced a total of 2,124 new bills this year, with 674 of them being placeholder bills containing intent or otherwise non-substantive language. Deadlines for spot bills to be amended are approaching quickly – they must be amended by March 11 in the Assembly and March 20 in the Senate in order to continue through the Legislature this year.

On February 20, policy committees began to hear and vote on two-year bills, but we can expect policy committees to be in full swing in the upcoming weeks, and hearing newly introduced bills. For more information about key legislative and budget deadlines, see the adopted 2024 Legislative Calendar available [here](#).

### ***Regional Measure Gets New Title and Bill Number***

The effort to authorize the San Francisco Bay Area to propose a regional measure to fund transportation, dubbed **Connect Bay Area**, will now be ensconced in SB 1031 (Wiener). We expect the bill to have substantive language in print by March 20 in order to meet the deadline above. As far as what substance may be forthcoming, we believe the legislation will include various revenue mechanisms, funding priorities identified by MTC, identification of a governance structure / regional network manager, a minimum guarantee for transit operations, and a consolidation study. We will have more to report in our next report once the bill is in print.

### ***California Transportation Commission Elects New Leaders, Speaker pro Tem McGuire Appoints New Commissioner***

On March 6, the Senate Rules Committee voted to appoint Senator Dave Cortese to the California Transportation Commission. Prior to this assignment, Senator Cortese served as a member and former Chair of the Metropolitan Transportation Commission. He also served on the Valley Transportation Authority. Senator Cortese also spearheaded an effort to merge the Association of Bay Area Governments and Metropolitan Transportation Commission's efforts to advance smarter land-use policies for the entire Bay Area.

### ***California to Operate the Country's First Hydrogen-Powered Intercity Trainsets***

On February 14, Caltrans announced a \$127 agreement with Stadler Rail, Inc. for six hydrogen-powered passenger trainsets. As of the announcement, California has ordered a total of ten hydrogen-powered trainsets, nudging the state one step closer to achieving environmental and transportation objectives. The first trains are expected to enter revenue service in 2027 and will operate between Merced and Sacramento. These trainsets were purchased through the \$407 million made available to CalSTA to purchase clean bus and rail equipment and infrastructure. These funds are included within the [Governor's \\$10 billion multi-year ZEV package](#) to provide support in accelerating the transition to zero-emission technology.

### ***Transit Transformation Task Force***

On Thursday, February 29, the Transit Transformation Task Force held its second meeting in Sacramento, with much of the conversation focused on ideal areas of focus that the public transit industry must attain by 2030 in order to meet state environmental mandates. The discussion kicked off with moderators setting the tone and intention of the meeting and future Task Force meetings, asking that Task Force members endeavor to harbor “aspirational, unconstrained, positive, equitable, and focused” discussions meant to spark innovative ideas in transforming public transit.

Overall, the agenda included the following modules as topics for discussion:

- Review of Task Force’s goals and objectives (as outlined in SB 125)
- Review of CA’s (environmental) goals and implications for transit
- *Q: What challenges must we overcome / changes must we make to transit to reach these goals?*
- Review of case studies of how CA might transform transit ridership
- Preview of next steps, meeting schedule, and responsibilities of the Task Force and Technical Working Group

The Task Force is subject to the state’s open meeting requirements for state bodies, known as Bagley-Keene, and as such, all agenda materials will be available on [CalSTA’s website](#).

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

#### **SB 925 (Wiener) Bay Area Transportation Regional Measure**

This bill would state the intent of the Legislature to enact subsequent legislation to authorize the Metropolitan Transportation Commission to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the Bay Area’s public transportation system, as well as other transportation improvements. **This effort will now be in SB 1031 (Wiener).**

#### **SB 926 (Wahab) Bay Area Transit Consolidation**

This bill would require the California State Transportation Agency to develop a plan to consolidate all transit agencies that are located within the geographic jurisdiction of the Metropolitan Transportation Commission. **This effort will now be in SB 1031 (Wiener).**

#### **SB 960 (Wiener) Complete Streets Projects on the State Highway System**

This bill would require all transportation projects funded or overseen by Caltrans to provide “comfortable, convenient, and connected complete streets facilities” unless exempt pursuant to the bill and would require the SHOPP asset management plan to prioritize the implementation of “comfortable, convenient, and connected facilities” for pedestrians, bicyclists, and transit users on all projects in the program. The bill would require the CTC to adopt 4-year and 10-year objective targets and performance measures reflecting state transportation goals and objectives, including for complete streets assets that

reflect the existence and conditions of bicycle, pedestrian, and transit facilities on the state highway system. The bill would require Caltrans and CTC to use the updated asset management plan and to guide the selection of transit priority projects for the SHOPP.

This bill would define “transit priority project” as a roadway design, operations, and enforcement action, treatment, or project that helps transit buses and other transit vehicles avoid traffic congestion, reduce signal delays, and move more predictably and reliably. The bill would require Caltrans to adopt a policy on transit priority projects for state and local highways and require Caltrans to take certain actions to streamline the approval of transit priority projects. The bill would require Caltrans to establish 4-year and 10-year targets for the fast and reliable movement of transit vehicles on state highways. Finally, this bill would require the Caltrans to establish a process to streamline the approval of pedestrian facilities, traffic calming improvements, bicycle facilities, and transit priority projects at locations where a local highway is above, below, or otherwise intersects with, a conventional state highway.

**SB 1031 (Wiener) Bay Area Transportation Regional Measure / Transit Consolidation**

While not yet amended, this bill will become the authorization legislation for the Bay Area regional transportation funding measure and will also include requirements for a transit consolidation study.

**AB 1837 (Papan) Bay Area Transit Coordination**

This bill, which is a spot bill, would state the intent of the Legislature to enact subsequent legislation to encourage coordination and collaboration among transit agencies in the San Francisco Bay area. Note that the spot bill deadline in the Assembly is approaching soon – on March 11. That said, this bill will need to be amended to include substantive language before this deadline to continue through the legislative process this year.

**AB 2503 (Lee) CEQA Exemptions for Railroad Electrification**

This bill would exempt from the requirements of CEQA railroad electrification projects and railroad siding projects.

**AB 2824 (McCarty) Transit Employee Assaults**

Currently a spot bill, this legislation will be amended to enhance penalties for individuals who commit assault or battery against a public transit operator or employee. This bill also allows transit agencies to prohibit individuals convicted of assault or battery from entering transit facilities and vehicles using a more streamlined process. This bill is sponsored by the California Transit Association.

## Caltrain Bill Matrix as of 3/8/2024

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 6</a> <a href="#">Friedman D</a></p> <p>Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions.</p>	<p>This is a two-year bill.</p>	<p>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 that each regional transportation plan also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. This bill would require the state board, after January 1, 2024, and not later than September 30, 2026, to establish additional targets for 2035 and 2045, respectively, as specified. This bill contains other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 7</a> <a href="#">Friedman D</a></p> <p>Transportation: planning: project selection processes.</p>	<p>This is a two-year bill.</p>	<p>Existing law establishes within state government the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. The agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over each department within the agency. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. On and after January 1, 2025, and to the extent applicable, feasible, and cost effective, this bill would require the agency, the Department of Transportation, and the California Transportation Commission to incorporate specified goals into program funding guidelines and processes. This bill contains other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 761</a> <a href="#">Friedman D</a></p> <p>Local finance: enhanced infrastructure financing districts.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law establishes enhanced infrastructure financing districts to finance public capital facilities or other specified projects of communitywide significance. Existing law provides for the membership of the governing body of the district, referred to as the public financing authority. Existing law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district by adopting a resolution of intention to establish the proposed district which, among other things, is required to state that an enhanced infrastructure financing district is proposed and describe the boundaries of the proposed district. Existing law requires the public financing authority to direct the preparation of and adopt an infrastructure financing plan consistent with the general plan and any relevant specific plan, and consisting of, among other things, a financing section. Existing law requires that the financing section include a plan for financing the public facilities, a limit on the total number of dollars of taxes that may be allocated to the district pursuant to the plan, and a date, either not more than 45 years from the date on which the issuance of the bonds is approved for the plan on which the district will cease to exist, by which time all tax allocation to the district will end, or, where the district is divided into project areas, a date on which the infrastructure financing plan will cease to be in effect and all tax allocations to the district will end and a date on which the district's authority to repay indebtedness with incremental tax revenues will end, as specified. This bill, for plans proposed on or after January 1, 2024, would specify that for the purpose of development and construction of passenger rail projects in the County of Los Angeles where at least 75% of the revenue from the district is used for debt service on a federal Transportation Infrastructure Finance and Innovation Act loan, the date on which the district will cease to exist shall not be more than 75 years from the date of the issuance of bonds or approval of a loan, as specified. This bill would make legislative findings and declarations as to the necessity of a special statute for specified districts enacted primarily for the purpose of development and construction of zero-emission mass transit projects.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 817</a> <a href="#">Pacheco D</a></p> <p>Open meetings: teleconferencing: subsidiary body.</p>	<p>This bill is in the Senate Rules Committee, pending referral to the policy committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, each legislative body of a local agency to provide notice of the time and place for its regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing 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 also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. Existing law authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency (emergency provisions) and, until January 1, 2026, in certain circumstances related to the particular member if at least a quorum of its members participates from a singular physical location that is open to the public and situated within the agency’s jurisdiction and other requirements are met (nonemergency provisions). Existing law imposes different requirements for notice, agenda, and public participation, as prescribed, when a legislative body is using alternate teleconferencing provisions. The nonemergency provisions impose restrictions on remote participation by a member of the legislative body and require the legislative body to specific means by which the public may remotely hear and visually observe the meeting. This bill, until January 1, 2026, would authorize a subsidiary body, as defined, to use similar alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 914</a> <a href="#">Friedman</a> D</p> <p>Electrical infrastructure: California Environmental Quality Act: review time period.</p>	<p>This is a two-year bill.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires each state agency to establish, by resolution or order, time limits for completing the environmental review of a project where the state agency is the lead agency for the project, as specified. This bill, until January 1, 2031, would require a state agency, acting as the lead agency, to complete its environmental review for an electrical infrastructure project and to approve or deny the project within 2 years of the submission and acceptance of a complete application for the issuance of a lease, permit, license, certificate, or other entitlement for use for electrical infrastructure to the state agency. If the state agency fails to meet this deadline, the bill would require the state agency to submit to the Legislature a report setting forth the reasons that the review could not be completed within the time period and identifying potential impacts to the electrical system that could result from the delay. This bill contains other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 1516</a> <a href="#">Kalra</a> D</p> <p>Labor and Workforce Development Agency: working group: minimum wage.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law establishes the Department of Industrial Relations within the Labor and Workforce Development Agency to, among other things, foster, promote, and develop the welfare of the wage earners of California, to improve their working conditions, and to advance their opportunities for profitable employment. Existing law establishes the Division of Labor Standards Enforcement under the direction of the Labor Commissioner within the Department of Industrial Relations, and requires the division to ascertain the wages paid to all employees in this state, to ascertain the hours and conditions of labor and employment in the various occupations, trades, and industries in which employees are employed in this state, and to investigate the health, safety, and welfare of those employees. This bill would require the Labor and Workforce Development Agency to convene a working group to study and evaluate topics related to the minimum wage in California. The bill would require the working group to submit to the Legislature, on or before July 1, 2025, a report that outlines recommendations for raising the minimum wage for all workers in California.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1837</a> <a href="#">Papan</a> D</p> <p>San Francisco Bay area: public transportation.</p>	<p>This bill may be heard in Committee on February 16<sup>th</sup>.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. Existing law requires the commission to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction, as specified. This bill would state the intent of the Legislature to enact subsequent legislation to encourage coordination and collaboration among transit agencies in the San Francisco Bay area.</p>	<p>Watch</p>
<p><a href="#">AB 1870</a> <a href="#">Ortega</a> D</p> <p>Notice to employees: legal services.</p>	<p>This bill is in the Assembly Committee on Insurance.</p>	<p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of employment. Employers who are subject to the workers' compensation system are generally required to keep posted in a conspicuous location frequented by employees and easily read by employees during the hours of the workday a notice that includes, among other information, to whom injuries should be reported, the rights of an employee to select and change a treating physician, and certain employee protections against discrimination. Existing law requires the administrative director to make the form and content of this notice available to self-insured employers and insurers. This bill would require the notice to include information concerning an injured employee ability to consult licensed attorney to advise them of their rights under workers' compensations laws, as specified. The bill would also make technical, nonsubstantive changes to these provisions.</p>	<p>Watch</p>
<p><a href="#">AB 1879</a> <a href="#">Gipson</a> D</p> <p>Electronic signatures.</p>	<p>This bill is in the Assembly Judiciary Committee.</p>	<p>Existing law authorizes, in any written communication with a public entity, the use of a digital signature, which is defined, in part, as a type of electronic signature, as defined. Under existing law, a digital signature has the same force and effect as the use of a manual signature if it complies with specified requirements and the public entity elects to use a digital signature. Existing law requires, at the option of the parties, the use or acceptance of a digital signature. This bill would require, at the option of the parties, the use or acceptance of an electronic signature, unless otherwise provided. Under the bill, a digital signature would also have the same force and effect as the use of a manual signature if it complies with the above-referenced requirements and the public entity's use of a digital signature is mandated. The bill would also make nonsubstantive changes to these provisions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>



Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1890</a> <a href="#">Patterson, Joe</a> R</p> <p>Public works: prevailing wage.</p>	<p>This bill is in the Assembly Committee on Labor &amp; Employment.</p>	<p>Existing law defines the term “public works” for the purposes of requirements regarding the payment of prevailing wages, the regulation of working hours, and the securing of workers’ compensation for public works projects. Existing law requires an entity awarding a public works contract, as specified, to provide notice to the Department of Industrial Relations. Existing law requires civil penalties to be imposed on an entity that fails to provide that required notice and authorizes the Labor Commissioner to issue a citation for civil penalties to an entity that fails to provide the required notice. This bill would additionally require the awarding body to provide notice to the department if there is a change in the identity of a contractor or subcontractor performing the project or, within 30 days, if the total amount of the contract change exceeds \$10,000. By creating new notification requirements for public agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 1904</a> <a href="#">Ward</a> D</p> <p>Transit buses: yield right-of-way sign.</p>	<p>This bill is in the Assembly Committee on Transportation.</p>	<p>Existing law authorizes a transit bus in the Santa Cruz Metropolitan Transit District and the Santa Clara Valley Transportation Authority to be equipped with a yield right-of-way sign on the left rear of the bus if the applicable entity approves a resolution requesting that this section be made applicable to it. Existing law requires the sign to be designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers. This bill would expand the authorization to equip transit buses, as described above, to apply to any transit agency if the transit agency approves a resolution that this authorization be made applicable to it. The bill would also authorize the yield right-of-way sign to be a static decal and would only impose the above-described design and illumination requirements on a sign that is a flashing light-emitting diode (LED) sign.</p>	<p>Watch</p>
<p><a href="#">AB 1958</a> <a href="#">Berman</a> D</p> <p>Santa Clara Valley Transportation Authority: board of directors.</p>	<p>This bill is in the Assembly Committee on Local Government.</p>	<p>Existing law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Existing law vests the government of the VTA in a 12-member board of directors, appointed by the County of Santa Clara and the cities within the county, as specified. Existing law requires, to the extent possible, the county and cities to appoint individuals to the board of directors who have expertise, experience, or knowledge relative to transportation issues. This bill would require, to the extent possible, the county and cities to appoint individuals to the board of directors who have expertise, experience, or knowledge relative to transportation or project management issues.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2090</a> <a href="#">Irwin D</a></p> <p>Office of Farm to Fork: food deserts: transportation.</p>	<p>This bill is in the Assembly Committee on Agriculture.</p>	<p>Existing law creates the Office of Farm to Fork within the Department of Food and Agriculture, and requires the office, to the extent that resources are available, to work with various entities, as prescribed, to increase the number of agricultural products available to underserved communities and schools in the state. Existing law requires the office, among other things, to identify distribution barriers that affect limited food access and work to overcome those barriers through various actions and to coordinate with school districts and representatives to, among other things, increase the? nutritional profile of foods provided in schools. This bill would also require the office to work with transportation agencies and to prioritize the department’s efforts in food deserts, as defined, throughout the state, especially counties that are most impacted by food insecurity, as defined. The bill would require the office to identify distribution barriers that affect limited food access and work to overcome those barriers by facilitating partnerships between statewide, regional, and local transportation agencies to address inadequate public transportation lines in urban and rural communities, with the aim of connecting all communities to adequate and nutritional food access, as provided. The bill would require the office to coordinate with school districts and representatives to assess access to school breakfast and lunch programs during scheduled academic calendar breaks and school closures.</p>	<p>Watch</p>
<p><a href="#">AB 2192</a> <a href="#">Carrillo, Juan D</a></p> <p>Public agencies: cost accounting standards.</p>	<p>This bill may be heard in committee on March 9<sup>th</sup>.</p>	<p>Existing law, the Uniform Public Construction Cost Accounting Act, authorizes a public agency to elect to become subject to uniform construction cost accounting procedures. Existing law provides for the development of cost accounting standards and an alternative method for the bidding of public works projects by public entities. This bill would make nonsubstantive changes to the title provision of the Uniform Public Construction Cost Accounting Act.</p>	<p>Watch</p>
<p><a href="#">AB 2233</a> <a href="#">Schiavo D</a></p> <p>Building standards: toilet compartments.</p>	<p>This bill is in the Assembly Committee on Business and Professions.</p>	<p>Existing law, the California Building Standards Law, establishes the California Building Standards Commission within the Department of General Services and sets forth its powers and duties, including approval and adoption of building standards and codification of those standards into the California Building Standards Code. Existing law also establishes that in the Department of General Services, there is a State Architect, appointed by the Governor, as specified, who is required to report directly to the Director of General Services. This bill would require the Division of the State Architect, as part of the next intervening edition of the California Building Standards Code adopted after January 1, 2025, to consider proposing for adoption building standards that lower the threshold of toilet compartments required for an ambulatory accessibly toilet compartment to be required in addition to a wheelchair accessible toilet compartment.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2266</a> <a href="#">Petrie-Norris D</a></p> <p>California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: vehicle eligibility.</p>	<p>This bill is in the Assembly Committee on Transportation.</p>	<p>Existing law establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The state board, in this capacity, administers the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project under which the agency issues a limited number of vouchers to incentivize the purchase and use of zero-emission commercial vehicles. This bill would require the state board to authorize a voucher issued under the program to be used for the acquisition of any zero-emission vehicle that meets specified requirements.</p>	<p>Watch</p>
<p><a href="#">AB 2302</a> <a href="#">Addis D</a></p> <p>Open meetings: local agencies: teleconferences.</p>	<p>This bill is in the Assembly Committee on Local Government.</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 generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing 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 also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in specified circumstances 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 imposes prescribed restrictions on remote participation by a member under these alternative teleconferencing provisions, including establishing limits on the number of meetings a member may participate in solely by teleconference from a remote location, prohibiting such participation for a period of more than 3 consecutive months or 20% of the regular meetings for the local agency within a calendar year, or more than 2 meetings if the legislative body regularly meets fewer than 10 times per calendar year. This bill would revise those limits, instead prohibiting such participation for more than a specified number of meetings per year, based on how frequently the legislative body regularly meets. The bill, for the purpose of counting meetings attended by teleconference, would define a “meeting” as any number of meetings of the legislative body of a local agency that begin on the same calendar day. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2325</a> <a href="#">Lee</a> D</p> <p>San Francisco Bay Area Rapid Transit District: officers: designation and appointment.</p>	<p>This bill is in the Assembly Committee on Local Government.</p>	<p>Existing law establishes the San Francisco Bay Area Rapid Transit District, governed by a board of directors, with specified powers and duties relative to the construction and operation of a rapid transit system. Under existing law, the officers of the district consist of the members of the board, a secretary, a general manager, a general counsel, a treasurer, a controller, and other officers, assistants, and deputies that the board may provide for by ordinance or resolution, as specified. Existing law requires the board to appoint, and authorizes the board to remove, the secretary, the general manager, the general counsel, the treasurer, and the controller. Existing law requires all other officers and employees of the district to be appointed by, and to serve at the pleasure of, the general manager. This bill would eliminate the treasurer and controller as specifically designated officers of the district and as positions subject to appointment and removal by the board. The bill would also eliminate specified qualifications applicable to the controller.</p>	<p>Watch</p>
<p><a href="#">AB 2421</a> <a href="#">Low</a> D</p> <p>Employer-employee relations: confidential communications.</p>	<p>This bill is in the Assembly Committee on Public Employment and Retirement.</p>	<p>Existing law that governs the labor relations of public employees and employers, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, provisions relating to higher education, and provisions relating to the the San Francisco Bay Area Rapid Transit District, 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 also prohibit a local public agency employer, a state employer, a public-school employer, a higher education employer, or the district from questioning any employee or employee 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.</p>	<p>Watch</p>
<p><a href="#">AB 2431</a> <a href="#">Mathis</a> R</p> <p>Taxation: Transactions and Use Tax Law: limit increase.</p>	<p>This bill is in the Assembly Committee on Local Government.</p>	<p>Existing law authorizes cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general or specific purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the county not exceed 2%. This bill would authorize a city, county, or city and county to impose a transactions and use tax at a rate of no more than an unspecified percentage that, in combination with other transactions and use taxes, would exceed the above-described combined rate limit of 2%, if certain conditions are met, including that the city, county, or city and county has reached the 2% rate limitation. The bill would specify that a transactions and use tax established pursuant to its provisions would not be considered for purposes of the 2% combined rate limitation.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2463</a> <a href="#">Alanis</a> R</p> <p>Railroad employee safety.</p>	<p>This bill may be heard in committee March 15.</p>	<p>Existing law grants the Division of Occupational Safety and Health jurisdiction over the safety and health of railroad employees, as specified. Existing law authorizes a conductor to place a pusher engine ahead of the caboose, as defined, if conditions warrant it for the safety of the occupants of a caboose. This bill would make nonsubstantive changes to provisions relating to the above-described authority of a conductor.</p>	<p>Watch</p>
<p><a href="#">AB 2503</a> <a href="#">Lee</a> D</p> <p>California Environmental Quality Act: exemption: railroad electrification and railroad siding projects.</p>	<p>This bill is in the Assembly Committee on Natural Resources.</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. This bill would exempt from the requirements of CEQA railroad electrification projects and railroad siding projects. Because a lead agency would be required to determine the applicability of this exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 2553</a> <a href="#">Friedman</a> D</p> <p>Housing development: major transit stops: vehicular traffic impact fees.</p>	<p>This bill may be heard in committee March 16.</p>	<p>Existing law, 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 from its requirements residential projects on infill sites and transit priority projects that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines “major transit stop” to include, among other locations, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This bill would revise the definition of “major transit stop” to increase the frequency of service interval to 20 minutes. The bill would additionally define “major transit stop” to include a site in an urbanized area that is being served by an on-demand transit service at least 12 hours a day, 7 days a week. Because the bill would require a lead agency to make an additional determination as to whether a location is a major transit stop for purposes of determining whether residential or mixed-use residential projects are exempt from CEQA, 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 2626</a> <a href="#">Dixon</a> R</p> <p>Advanced Clean Fleets regulations: local governments.</p>	<p>This bill is in the Assembly Committee on Transportation.</p>	<p>Existing law requires the State Air Resources Board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution that the state board has found necessary, cost effective, and technologically feasible. The California Global Warming Solutions Act of 2006 establishes the state board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases and requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions from those sources. Pursuant to its authority, the state board has adopted the Advanced Clean Fleets Regulation, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles. The Advanced Clean Fleets Regulation authorizes entities subject to the regulation to apply for exemptions from its requirements under certain circumstances. This bill would extend the compliance dates for local government set forth in the Advanced Clean Fleets Regulation by 10 years. The bill would prohibit the state board from taking enforcement action against a local government for violating the Advanced Clean Fleets Regulation if the alleged violation occurs before January 1, 2025. This bill contains other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 2669</a> <a href="#">Ting</a> D</p> <p>Toll bridges: tolls.</p>	<p>This bill is in the Assembly Committee on Transportation.</p>	<p>Existing law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and private entities that have entered into a franchise agreement with the state. This bill would prohibit a toll from being imposed on the passage of a pedestrian, bicycle, or personal micromobility device over these various toll bridges.</p>	<p>Watch</p>
<p><a href="#">AB 2712</a> <a href="#">Friedman</a> D</p> <p>Automobile parking requirements: development projects.</p>	<p>This bill may be heard in committee March 16.</p>	<p>The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a land use element. Existing law prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project that is located within 1/2 mile of public transit, as defined, unless the public agency makes written findings, within 30 days of the receipt of a completed application, that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact on, among other things, the city's, county's, or city and county's ability to meet its share of the regional housing need for low- and very low income households. This bill would instead provide a public agency with 60 days from the receipt of a completed application to make those written findings.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2715</a> <a href="#">Boerner</a> D</p> <p>Ralph M. Brown Act: closed sessions.</p>	<p>This bill is in the Assembly Committee on Local Government.</p>	<p>Existing law, the Ralph M. Brown Act, generally requires that all meetings of a legislative body of a local agency be open and public and that all persons be permitted to attend and participate. Existing law authorizes a legislative body to hold a closed session on, among other things, matters posing a threat to the security of essential public services, as specified. This bill would additionally authorize a closed session to consider or evaluate matters related to cybersecurity, as specified, provided that any action taken on those matters is done in open session. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 2744</a> <a href="#">McCarty</a> D</p> <p>Vehicles: pedestrian, bicycle, and vehicle safety.</p>	<p>This bill is in the Assembly Committee on Transportation.</p>	<p>Existing law authorizes the legislative body of a city to do any and all things necessary to lay out, acquire, and construct a section or portion of a street or highway within its jurisdiction as a freeway and to make an existing street or highway a freeway. Existing law authorizes a legislative body of a city, whenever this legislative body determines that it is necessary for the more efficient maintenance, construction, or repair of streets and roads within the city, to contract with the board of supervisors of any county for the rental of the county's equipment, as specified. This bill would, beginning on January 1, 2025, prohibit the addition of a right-turn or travel lane within 20 feet of a marked or unmarked crosswalk where there is not already a dedicated and marked right-turn or travel lane, and would prohibit vehicles from using this 20-foot area for right turns unless the area is already marked as a dedicated right-turn lane before January 1, 2025. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2813</a> <a href="#">Aguiar-Curry</a> D</p> <p>Government Investment Act.</p>	<p>This bill may be heard in committee March 17.</p>	<p>Existing law, known as the Proposition 218 Omnibus Implementation Act, defines various terms and prescribes procedures and parameters for local jurisdictions to comply with specified provisions of the California Constitution. The Legislature adopted ACA 1 at the 2023–24 Regular Session of the Legislature, which, if approved by the voters, would amend and add provisions of the California Constitution to (1) create an additional exception to the 1% limit on the ad valorem tax rate on real property by authorizing a local jurisdiction to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, if the proposition proposing that tax is approved by 55% of the voters in that local jurisdiction; and (2) authorize a local jurisdiction to impose, extend, or increase a sales and use tax to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, if the proposition proposing that tax is approved by 55% of the voters in that local jurisdiction. Pursuant to the existing law described above, ACA 1 is scheduled to appear on the ballot at the November 5, 2024, statewide general election. This bill would authorize a local government that imposes a tax under ACA 1 to commit revenues to affordable housing programs, including downpayment assistance, first-time home buyer programs, and owner-occupied affordable housing rehabilitation programs. The bill would require a local government to ensure that any project that is funded with ACA 1 bonded indebtedness or ACA 1 special taxes to have an estimated useful life of at least 15 years or 5 years if the funds are for specified public safety buildings, facilities, and equipment. The bill would specify that a local government may commit revenues derived from ACA 1 bonded indebtedness or an ACA 1 special tax to projects or programs administered by a nonprofit organization for affordable housing or permanent supportive housing purposes. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 2824</a> <a href="#">McCarty</a> D</p> <p>Battery.</p>	<p>This bill may be heard in committee March 17.</p>	<p>Existing law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Existing law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would make technical, nonsubstantive changes to this provision.</p>	<p>Watch</p>



Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2879</a> <a href="#">Fong, Vince</a> R</p> <p>High-Speed Rail Authority: contracting.</p>	<p>This bill is in the Assembly Committee on Transportation.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority, composed of 11 members, to develop and implement a high-speed rail system in the state, with specified powers and duties. The act authorizes the authority to enter into contracts with private or public entities for the design, construction, and operation of high-speed trains. The act requires the authority to appoint an executive director to administer the affairs of the authority as directed by the authority. This bill, notwithstanding the authority’s ability to delegate power to the executive director, would require any contract change order with a value greater than \$100,000,000 to be approved by the authority.</p>	<p>Watch</p>
<p><a href="#">AB 3177</a> <a href="#">Carrillo, Wendy</a> D</p> <p>Mitigation Fee Act: land dedications: mitigating vehicular traffic impacts.</p>	<p>This bill may be heard in committee March 18.</p>	<p>Existing law, the Mitigation Fee Act, imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project. Existing law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for the fee to reflect a lower rate of automobile trip generation if the housing development satisfies specified characteristics, including that the housing development is located within a 1/2 mile of a transit station. Existing law defines transit station for these purposes to mean a rail or light-rail station, ferry terminal, bus hub, or bus transfer station. This bill would instead require the housing development to be located within a 1/2 mile of a transit priority area for purposes of a local agency setting the rate for a mitigating vehicular traffic impacts fee to reflect a lower rate of automobile trip generation. The bill would define “transit priority area” as an area within 1/2 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan. The bill would also prohibit local agency from imposing a land dedication requirement, as defined, on a housing development for the purpose of mitigating vehicular traffic impacts or achieving an adopted level of service related to vehicular traffic. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 3186</a> <a href="#">Petrie-Norris D</a></p> <p>Public works: prevailing wages: access to records.</p>	<p>This bill may be heard in committee March 18.</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 and imposes misdemeanor penalties for a willful violation of this requirement. 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 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. Existing law requires any copy of records made available for inspection as copies and furnished upon request to the public or any public agency to be marked or obliterated to prevent disclosure of an individual’s name, address, and social security number but specifies that any copy of records made available to a Taft-Hartley trust fund for the purposes of allocating contributions to participants be marked or obliterated only to prevent disclosure of an individual’s full social security number, as specified. This bill would require each contractor and subcontractor performing work on any public works project and any covered entity, as defined for these purposes as a corporation, limited liability company, partnership, joint venture, or other legal entity, that develops or undertakes such project, to make specified records available upon request to the Division of Labor Standards Enforcement, to multiemployer Taft-Hartley trust funds, and to joint labor-management committees, as specified. The bill would also apply this requirement to contractors, subcontractors, and covered entities that are developing, undertaking, or performing work on a development project for which contractors are required to maintain and verify payroll records, as specified. The bill would subject a contractor, subcontractor, or covered entity, for failing to comply with the provisions of this act, to a penalty by the commissioner, as specified, and would deposit the penalties into a specified fund. This bill would require the Director of Industrial Relations to adopt rules to govern the release of those records, as specified. This bill contains other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 532</a> <a href="#">Wiener</a> D</p> <p>San Francisco Bay area toll bridges: tolls: transit operating expenses.</p>	<p>This bill is dead.</p>	<p>Existing law creates the Metropolitan Transportation Commission (MTC) as a regional agency in the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as MTC and makes BATA responsible for the administration of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law requires the Department of Transportation to collect tolls on these state-owned toll bridges. Existing law requires those toll revenues to be deposited in the Bay Area Toll Account and requires BATA to control and maintain that account, as specified. This bill would, until December 31, 2028, require BATA to increase the toll rate for vehicles for crossing the state-owned toll bridges in the San Francisco Bay area by \$1.50, as adjusted for inflation. The bill would require the revenues collected from this toll to be deposited in the Bay Area Toll Account, would continuously appropriate moneys from this toll increase and other specified tolls, and would require moneys from this toll to be transferred to MTC for allocation to transit operators that provide service within the San Francisco Bay area and that are experiencing a financial shortfall, as specified. The bill would direct MTC to require each transit operator eligible to receive an allocation from the account to, on an annual basis, submit a 5-year projection of its operating needs, 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 537</a> <a href="#">Becker D</a></p> <p>Open meetings: multijurisdictional, cross-county agencies: teleconferences.</p>	<p>This bill is in the inactive file.</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 generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing 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 also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency's jurisdiction and other requirements are met, including restrictions on remote participation by a member of the legislative body. These circumstances include if a member shows "just cause," including for a childcare or caregiving need of a relative that requires the member to participate remotely. This bill would expand the circumstances of "just cause" to apply to the situation in which an immunocompromised child, parent, grandparent, or other specified relative requires the member to participate remotely. The bill would authorize the legislative body of a multijurisdictional, cross-county agency, as specified, to use alternate teleconferencing provisions if the eligible legislative body has adopted an authorizing resolution, as specified. The bill would also require the legislative body to provide a record of attendance of the members of the legislative body, the number of community members in attendance in the teleconference meeting, and the number of public comments on its internet website within 10 days after a teleconference meeting, as specified. The bill would require at least a quorum of members of the legislative body to participate from one or more physical locations that are open to the public and within the boundaries of the territory over which the local agency exercises jurisdiction. The bill would require a member who receives compensation for their service, as specified, on the legislative body to participate from a physical location that is open to the public. The bill would require the legislative body to identify in the agenda each member who plans to participate remotely and to include the address of the publicly accessible building from which each member will participate via teleconference. The bill would prohibit a member from participating remotely pursuant to these provisions unless the remote location is the member's office or another location in a publicly accessible building and is more than 40 miles from the in-person location of the meeting. The bill would repeal these alternative teleconferencing provisions on January 1, 2026. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 904</a> <a href="#">Dodd</a> D</p> <p>Sonoma-Marín Area Rail Transit District.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>Existing law creates, within the Counties of Sonoma and Marin, the Sonoma-Marín Area Rail Transit District with specified duties and powers relative to the provision of a passenger and freight rail system within the territory of the district. Under existing law, the district is governed by a 12-member board of directors appointed by various local governmental entities. Existing law authorizes the board to submit to the voters of the district a measure proposing a retail transaction and use tax ordinance. This bill would also authorize those special taxes to be imposed by a qualified voter initiative. The bill would require the board of supervisors of the Counties of Sonoma and Marin to call a special election on a tax measure proposed by the district’s board of directors or a qualified voter initiative in their respective counties, as specified. To the extent that the bill would impose additional duties on a county elections official, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 925</a> <a href="#">Wiener</a> D</p> <p>San Francisco Bay area: local revenue measure: transportation improvements.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would state the intent of the Legislature to enact subsequent legislation to authorize the Metropolitan Transportation Commission to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area’s public transportation system, as well as other transportation improvements.</p>	<p>Watch</p>
<p><a href="#">SB 926</a> <a href="#">Wahab</a> D</p> <p>San Francisco Bay area: public transportation.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. Existing law establishes the Transportation Agency, consisting of various state agencies under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. This bill would require the Transportation Agency to develop a plan to consolidate all transit agencies, as defined, that are located within the geographic jurisdiction of the Metropolitan Transportation Commission. This bill contains other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 955</a> <a href="#">Seyarto</a> R</p> <p>Office of Planning and Research: Infrastructure Gap-Fund Program.</p>	<p>This bill is in the Senate Committee on Local Government.</p>	<p>Existing law establishes the Office of Planning and Research in the Governor’s office for the purpose of serving the Governor and the Governor’s cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. Existing law authorizes a local agency to finance infrastructure projects through various means, including by establishing an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community. This bill would require the office, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to assist local agencies in developing and constructing infrastructure projects. The bill would require the office to develop guidelines and criteria to implement the program.</p>	<p>Watch</p>
<p><a href="#">SB 1011</a> <a href="#">Jones</a> R</p> <p>Encampments: penalties.</p>	<p>This bill is in the Senate Committee on Public Safety.</p>	<p>Under existing law, a person who lodges in a public or private place without permission is guilty of disorderly conduct, a misdemeanor. Existing law also provides that a person who willfully and maliciously obstructs the free movement of any person on any street, sidewalk, or other public place is guilty of a misdemeanor. Under existing law, a nuisance is anything that is injurious to health or indecent or offensive to the senses, or an obstruction to the free use of property, so as to interfere with the comfortable enjoyment of life or property. Existing law also provides that a nuisance is anything that obstructs the free passage or use of any public park, square, street, or highway, among other things. Under existing law, a public nuisance is a nuisance that affects the entire community, neighborhood, or a considerable number of persons. Existing law provides various remedies against a public nuisance, including abatement by any public body or officer authorized by law. This bill would prohibit a person from sitting, lying, sleeping, or storing, using, maintaining, or placing personal property upon a street or sidewalk if a homeless shelter, as defined, is available to the person. The bill would also prohibit sitting, lying, sleeping, or storing, using, maintaining, or placing personal property within 500 feet of a public or private school, open space, or major transit stop, as specified. The bill would specify that a violation of this prohibition is a public nuisance that can be abated and prevented, as specified. The bill would also provide that a violation of the prohibition may be charged as a misdemeanor or an infraction, at the discretion of the prosecutor. The bill would prohibit a person from being found in violation of the bill’s provisions unless provided notice, at least 72 hours before commencement of any enforcement action, as specified. By imposing criminal penalties for a violation of these provisions, 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="#">SB 1031</a> <a href="#">Wiener</a> D</p> <p>Legislative review of state agency action.</p>	<p>This bill is in the Senate Rules Committee.</p>	<p>Existing law requires a state agency, as specified, to notify the Joint Legislative Budget Committee not less than 60 days prior to the effective date on which the state agency will establish or change a federal aid allocation formula to a local agency. If the chairman of the committee informs committee members of his intention to waive the 60-day notification period, existing law permits the chairman to grant a waiver of that notification period after receipt of the notification. Under existing law, upon the request of the chairman or any member of the committee, the committee must schedule a hearing on the proposed allocation formula to be established or changed. This bill would make technical, nonsubstantive changes to those provisions to use gender-neutral language. This bill is the new legislative vehicle for the Metropolitan Transportation Commission’s regional measure.</p>	<p>Watch</p>
<p><a href="#">SB 1098</a> <a href="#">Blakespear</a> D</p> <p>Passenger and freight rail: LOSSAN Rail Corridor.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>Existing law establishes the Department of Transportation in the Transportation Agency under the control of an executive officer known as the Director of Transportation. Existing law authorizes the Department of Transportation, 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 the state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Existing law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor. This bill would require the Secretary of Transportation to provide strategic guidance, recommendations, and facilitate all necessary coordination, collaboration, and intervention when necessary between stakeholders, to ensure the performance of the LOSSAN Rail Corridor, as specified. This bill would also require the Secretary of Transportation, in consultation with the Director of Transportation, to submit a report to the Legislature on or before January 1, 2026, regarding the LOSSAN Rail Corridor that includes specified information, including certain recommendations made by the department and the California Transportation Commission, in consultation with the Secretary for Environmental Protection. The bill would also require the Secretary of Transportation to submit a report to the Legislature on or before January 1, 2027, and biennially thereafter, on the management of the LOSSAN Rail Corridor, as provided. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1206</a> <a href="#">Becker</a> D</p> <p>GO-Biz: next generation batteries.</p>	<p>This bill is in the Senate Business, Professions and Economic Development Committee.</p>	<p>Existing law establishes the Governor’s Office of Business and Economic Development (GO-Biz), which serves 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 authorizes GO-Biz, until July 1, 2025, to undertake measures that are necessary or useful to prepare and submit an application to receive funding from the regional clean hydrogen hubs program established by the Secretary of the United States Department of Energy or to otherwise participate in the regional clean hydrogen hubs program. Existing law requires grants made from any funding received from the regional clean hydrogen hubs program to be used as specified. The California Renewables Portfolio Standard Program requires the Public Utilities Commission to establish a renewables portfolio standard, as defined, requiring all retail sellers, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources, as defined, so that the total kilowatthours of those products sold to their retail end-use customers achieves 25% of retail sales by December 31, 2016, 33% by December 31, 2020, 44% by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. The California Global Warming Solutions Act of 2006 designates 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 prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would, until January 1, 2030, authorize GO-Biz to undertake measures that are necessary or useful to prepare and submit an application to receive funding from next generation battery hub programs, as defined. The bill would require that grants made from any funding received from next generation battery hub programs under its provisions support projects in California that advance progress toward resource adequacy goals and the targets of the scoping plan and the California Renewables Portfolio Standard Program. The bill would also require that grants made from any funding received from next generation battery hub programs under its provisions prioritize projects that meet any of the specified conditions, including that the project help reduce costs and increase access to batteries. Prior to the submission of any applications to receive funding from next generation battery hub programs, the bill would require a partnership entered into pursuant to the above-described provisions to adopt a community benefits plan that includes specified elements. The bill would require GO-Biz to submit a report to the relevant budget and policy committees of the Legislature on or before March 1, 2030, and annually thereafter, regarding the status of any partnership entered into pursuant to the above-described provisions.</p>	<p>Watch</p>



Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1239</a> <a href="#">Grove</a> R</p> <p>California Environmental Quality Act: exemption: railroad grade crossing closure.</p>	<p>This bill is in the Senate Committee on Environmental Quality.</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 (EIR) 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, until January 1, 2025, exempts 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. Existing law makes this exemption inapplicable to any crossing for high-speed rail or any crossing for a project carried out by the High-Speed Rail Authority. Existing law requires the lead agency to file the notice of exemption with specified public entities. This bill would delete the January 1, 2025, sunset date, thereby applying these provisions permanently. Because the bill would impose additional duties on lead agencies with regards to the filing of the notice of exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 1321</a> <a href="#">Wahab</a> D</p> <p>Community Economic Resilience Fund Program.</p>	<p>This bill is in the Senate Committee on Labor, Public Employment and Retirement.</p>	<p>Existing law establishes within the Workforce Services Branch of the Employment Development Department the Community Economic Resilience Fund Program to build an equitable and sustainable economic recovery from the impacts of COVID-19 on California’s industries, workers, and communities, and to provide for the durability of that recovery by fostering long-term economic resilience in the overall transition to a carbon-neutral economy. Existing law requires the Labor and Workforce Development Agency, the Office of Planning and Research, and the Governor’s Office of Business and Economic Development, collectively referred to as the Inter-Agency Leadership Team, to administer the program, as described, and to develop policies for grant funds distributed under the program. Existing law requires the program to, among other things, provide financial support to establish and support high road transition collaboratives in designing region- and industry-specific economic recovery and transition strategies. This bill would require the program to also include a focus on the creation of quality jobs in sustainable industries with high-growth potential and on connecting members of disadvantaged communities with those jobs. This bill contains other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1325</a> <a href="#">Durazo D</a></p> <p>Public contracts: best value procurement: equipment.</p>	<p>This bill is in the Senate Governmental Organization Committee.</p>	<p>Existing law imposes requirements on, and authorizes procedures for, public contracting for equipment and services, among other things, by local and state agencies. Existing law authorizes certain procurements to be facilitated through a lowest responsible bidder requirement. This bill would authorize a state or local agency, as defined, to award contracts through a best value procurement method, as describe, for the purchase of equipment with a base value of \$250,000 or more. The bill would require the agency to adopt and publish procedures and guidelines for evaluating the qualifications of the bidders to ensure the best value selections are conducted in a fair and impartial manner, as described. The bill would authorize the procedures and guidelines to include the adoption of a high road jobs plan policy that evaluates bidders' high road jobs plan commitments as part of the overall score for the public contract, as specified. This bill would require the solicitation document to include certain information and would direct the agency to use a scoring method based on price and the factors described in the solicitation document, as specified. The bill would require the agency to let any contract for these projects to the selected bidder that represents the best value or reject all bids. This bill contains other related provisions.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1393</a> <a href="#">Niello R</a></p> <p>Advanced Clean Fleets Regulation Appeals Advisory Committee.</p>	<p>This bill is in the Senate Environmental Quality Committee.</p>	<p>Existing law requires the State Air Resources Board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution that the state board has found necessary, cost effective, and technologically feasible. The California Global Warming Solutions Act of 2006 establishes the state board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases and requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions from those sources. Pursuant to its authority, the state board has adopted the Advanced Clean Fleets Regulation, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles. The Advanced Clean Fleets Regulation authorizes entities subject to the regulation to apply for exemptions from its requirements under certain circumstances. This bill would require the state board to establish the Advanced Clean Fleets Regulation Appeals Advisory Committee by an unspecified date for purposes of reviewing appeals of denied requests for exemptions from the requirements of the Advanced Clean Fleets Regulation. The bill would require the committee to include representatives of specified state agencies, other state and local government representatives, and representatives of private fleet owners, the electric vehicle manufacturing industry, and electrical corporations, as provided. The bill would require the committee to meet monthly and would require recordings of its meetings to be made publicly available on the state board’s internet website. The bill would require the committee to consider, and make a recommendation on, an appeal of an exemption request denial no later than 60 days after the appeal is made. The bill would require specified information relating to the committee’s consideration of an appeal to be made publicly available on the state board’s internet website. The bill would require the state board to consider a recommendation of the committee at a public meeting no later than 60 days after the recommendation is made. This bill contains other existing laws.</p>	<p>Watch</p>

## Caltrain Federal Report March 2024

### Congress Passes Minibus Appropriations Package

- On March 9, President Biden signed a six-bill fiscal year FY 2024 appropriations minibus. The minibus contains the Transportation-HUD, Energy-Water, Agriculture, Commerce-Justice-Science, Interior-Environment and Military Construction-VA bills. The six remaining bills must be passed or extended by March 22.
- The remaining six appropriations bills do face additional hurdles given unresolved issues over border policy and foreign aid funding to name a few. Given the end is in sight for FY 2024, Congress is slowly beginning its FY 2025 appropriations process. We expect the pace for FY 2025 requests will speed up greatly once the first six bills are passed.
- Rep. Eshoo and Rep. Mullin each secured \$500,000 in FY 2024 [community project funding requests](#) for the Caltrain Grade Crossing Improvements Project. This will fund safety improvements at several grade crossings across the corridor, including in Redwood City, Menlo Park and Palo Alto.
- Below are the key transportation funding levels in the minibus (all of these funding levels are on top of Bipartisan Infrastructure Law (BIL):
  - RAISE: \$345 million
  - FTA Capital Investment Grants: \$2.205 billion
    - New Starts: \$2,130,950,000
    - Expedited Project Delivery Pilot Program: up to \$52 million
  - FRA Federal-State Partnership Grants: \$100 million

### President Biden Releases FY 2025 Budget Request

- On March 11, President Biden released his FY 2025 budget request to Congress. The proposal serves as an election-year outline of potential future scenarios if President Biden and his fellow Democrats secure victories in November.
- The budget request recommends \$25.4 billion for DOT. This includes:
  - \$62 billion for highways formula funding, consistent with the BIL
  - \$14.3 billion for transit formula funding, consistent with the BIL
  - \$2.4 billion for the Capital Investment Grant program.
  - \$800 million for both the RAISE and Mega grant programs

### McConnell Stepping Down as Senate GOP Leader

- Senate Minority Leader Mitch McConnell (R-KY) announced he would step down as Senate Republican leader after years of service, where he secured key victories for

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Republicans. This unexpected move creates a turbulent nine-month leadership vacuum in the middle of two critical political battles: the 2024 presidential election and the fight for control of the Senate itself.

- The immediate consequence is a prolonged and potentially messy competition to fill the vacant leadership position. The next nine months could be a tumultuous period for Senate Republicans, potentially impacting their performance in the upcoming crucial elections.

## *Administration Update*

### DOT Announces \$150 Million in New Funding to Reduce Highway Congestion

- On Wednesday, February 21, the Federal Highway Administration (FHWA) announced \$150 million in available funding through the new Congestion Relief Program. Created by the Bipartisan Infrastructure Law, this program aims to invest in innovative, multimodal solutions to reduce highway traffic in the most congested metropolitan areas in the United States.
- Within this program, projects must be located in urbanized areas with populations greater than 1,000,000. All applications are due by April 22, 2024. For more information, please refer to the [Funding Opportunity Announcement via Grants.gov](#).

### FTA Issues “Dear Colleague” Letters to Emphasize Importance of Adherence to NEPA Review Schedules and Improve Bus Procurement/Manufacturing

- The FTA released two “Dear Colleague” letters to transit entities to highlight [new actions to conduct timely NEPA reviews](#) on all FTA projects and [tools to assist transit agencies and Transit Vehicle Manufacturers \(TVMs\)](#) in the bus procurement and manufacturing processes. FTA’s letter on NEPA reviews specifically highlights new timeframes for environmental assessments (one year) and environmental impact statements (two years), and FTA’s commitment to adhering to these timelines. These new timelines were amended in the Fiscal Responsibility Act of 2023.

### FTA Announces Apportionments for Urbanized Areas

- FTA announced \$9.9 billion in urbanized area formula dollars for transit. The funding will be distributed through various FTA formula grant programs for the next five months. The new apportionments reflect the Census Bureau’s new urbanized area boundaries and population figures released in December 2022.
- The FTA apportionments can be viewed [here](#).

## *Round-Up of Open Grant Opportunities*

- [Fiscal Year \(FY\) 2023 through FY 2026 Bridge Investment Program](#). \$9.7 billion available. All applications due March 19, 2024.
- [Congestion Relief Program](#). \$150 million available. All applications due April 22, 2024.

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: Advocacy and Major Projects Committee  
Through: Michelle Bouchard, Executive Director  
From: Dahlia Chazan, Chief, Planning  
Subject: **Link21 Program Update**

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, provided by Link21 Program Staff, that requires no action by the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain). The Link21 Program, also known as the new Transbay rail crossing, is jointly managed by San Francisco Bay Area Rapid Transit District (BART) and Capitol Corridor Joint Powers Authority (CCJPA).

**Discussion**

The Advocacy and Major Projects (AMP) Committee was briefed on Link21 by BART/CCJPA staff in February 2023. This briefing included an overview of the Link21 program, megaregional benefits, and an overview of Link21's relation to the Caltrain corridor and service considerations.

Since then, the Link21 Program has evaluated several options for crossing the Bay between Oakland and San Francisco (the Transbay Corridor), which will lead to a crossing technology choice between a standard gauge crossing or BART gauge crossing. The standard gauge or BART decisions by Link21 would each have different implications and possibilities for the Caltrain corridor and future service. This informational update will include a review of key benefits and other considerations for the standard gauge (also known as Regional Rail) technology and BART technology crossing options. BART and CCJPA staff anticipate providing the staff recommendation for a crossing decision no later than June 2024. The BART and CCJPA boards are scheduled to take actions on the crossing decision in September 2024.

While the crossing decision is scheduled for this year, further work on project definition including the service plan, alignments, stations, and other improvements will take place over the next year (pre-environmental phase) during which Link21 will seek Caltrain involvement.

In May, Caltrain staff anticipate an additional presentation to AMP to consider a staff recommendation of principles for Caltrain's engagement in the program following a technology decision.

**Budget Impact**

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

Prepared By: Dahlia Chazan                      Chief, Planning                      Phone: 650-730-6115