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Agenda

Peninsula Corridor Joint Powers Board

Advocacy and Major Projects (AMP) Committee Meeting

March 26, 2025, 3:30 pm

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

Committee Members: Steve Heminger (Chair), Margaret Abe-Koga, 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 Avenue, San Carlos, CA, 94070 or any other noticed location.

Public Comments: Public comments may be submitted to 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.

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

March 26, 2025 - Wednesday

3:30 pm

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

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

1. Call to Order
2. Roll Call
3. Pledge of Allegiance / Safety Briefing
4. Public Comment on Items Not on the Agenda
Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff to reply.
5. Approval of Meeting Minutes for February 26, 2025 Motion
6. Receive State and Federal Legislative Update Informational
7. Receive Update on Corridor Crossing Strategy: Program Methodology Informational
8. Receive Update on Diridon Station Governance and Funding for Project Delivery Informational
9. Committee Member Requests
10. Date/Time of Next Regular AMP Committee Meeting: Wednesday, April 23, 2025 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.
11. 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 650.551.6108. Agendas are available on the Caltrain website at <https://www.caltrain.com>. Communications to the Board of Directors can be e-mailed to board@caltrain.com.

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

Location of Meeting

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

Public Comment

Members of the public are encouraged to participate remotely or in person. Public comments may be submitted by comment card in person and given to the JPB Secretary. Prior to the meeting's call to order, public comment may be sent to 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; 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 26, 2025**

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

Staff Present: J. Baker, R. Barnard, M. Bouchard, J. Brook, D. Chazan, J. Gibson (Kimley-Horn), J. Harrison, S. LaBatt (EMC Research), L. Lumina-Hsu, D. Ryan

1. Call to Order

Chair Steve Heminger called the meeting to order at 3:35 pm.

2. Roll Call

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

3. Pledge of Allegiance / Safety Briefing

Chair Heminger led the Pledge of Allegiance and noted the safety briefing.

4. Public Comment on Items not on the Agenda – There were none.

5. Approval of Meeting Minutes for January 29, 2025

Motion/Second: Gee/Abe-Koga

Ayes: Abe-Koga, Gee, Heminger

Noes: None

Absent: None

Item 7 was heard before Item 6.

6. Receive Update on Active Grade Crossing Projects and Corridor Crossing Strategy

Jill Gibson, Vice President, Kimley-Horn; Rob Barnard, Chief, Rail Design and Construction; and Dahlia Chazan, Chief, Rail Planning, provided the presentation, which included the following:

- Corridor co-owned by Caltrain and Union Pacific
- Delivery Guide provides clear standards for crossing strategy that include grade separations, crossing closures, design and operation considerations, and consideration of active transportation components
- Enhancement project segments located at Millbrae, Hayward Park, California Avenue stations, including at-grade enhancements such as gates, pavement striping, and technology
- Integrated delivery approach for elimination planning projects: commercial pricing, funding updates, design decisions public outreach, independent cost estimates for future projects

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

- Completed closures
- Incorporating peer review during early phases of projects
- Conducting contractor roundtables
- Determining Bay Area cost drivers
- Pursue partnering with MTC (Metropolitan Transportation Commission) to oversee construction costs
- Current secured funding as project is part of Capital Improvement Plan

Public Comment

Roland commented on the increase in maximum grade from 1 percent to 2 percent, boarding policy at all stations, and project prioritization.

7. Receive State and Federal Legislative Update and Consider of Positions on Legislation: Senate Bill 71 (Wiener), Assembly Bill 394 (Wilson)

Jason Baker, Director, Government and Community Affairs, and Devon Ryan, Government Affairs Officer, provided the presentation, which included the following:

Federal:

- Many federal employees fired with more cuts expected in near future
- Funds and grants still being processed
- Continuing resolution (CR) through March 14 to keep government running
- IIJA (Infrastructure Investment and Jobs Act)'s Senate Environment and Public Works Committee hearing to receive an update on implementation and discuss environmental regulation
- New administration to repeal National Environmental Policy Act (NEPA) regulations to reduce its burden on public projects
- Federal investigation regarding funding the California High-Speed Rail Project

State:

- Executive Director met with state legislators on February 4
- Senators Wiener and Aragon leading effort to secure \$2 billion to address transit needs
- CTC (California Transportation Commission) elected new leadership March 1
- Assembly Bill (AB) 1372 (Papan) aid regenerative braking energy recovery compensation
 - Savings depends on the price of electricity
 - \$15-20 million per year with estimated savings of \$1 million per year
 - Additional benefit from storing energy as opposed to returning to the grid
- Senate Bill (SB) 71 (Wiener) extend CEQA (California Environmental Quality Act) exemptions for transit projects

- AB 394 (Wilson) enhance the safety and security of California's public transit systems by strengthening protections for transit operators, employees, and passengers

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

- Agendize the quarter-wide grade crossing separations in light of CEQA exemption
- SB 922 spells out CEQA exemptions under SB 71

Regional:

- Principles of regional measure approved
- Citizens' initiative as opposed to ballot measure

Sara LaBatt, Senior Principal, EMC Research, provided the presentation on the MTC polling results:

- Surveyed 1,500 respondents in January using three different tax scenarios
 - Majority voted against tax increases
 - All responses below two-thirds threshold required for ballot measure passage
 - Caltrain outperformed the polling with 69 percent on three-county 1/8 cent sales tax measure
 - San Francisco voters more supportive of any tax measure versus San Mateo and Santa Clara county voters
- Relieving traffic congestion a major priority

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

- 1/8 sales tax would raise many San Mateo County cities' tax rate above state cap of 10 percent
- Funding mechanism based on fare loss during pandemic – would receive \$67 million per year for ten years
- Benefits of mentioning Caltrain in measure language due to its favorability with voters
- Three counties' contributions to Measure RR \$35 to 42 million split among three funding partners

Public Comment

Adina Levin, Seamless Bay Area, Friends of Caltrain, commented on Caltrain being an asset to the regional funding measure.

Roland commented on the property tax option for the regional measure.

8. Committee Member Requests - There were none.

9. Date/Time of Next Regular AMP Committee Meeting: Wednesday, March 26, 2025 at 3:30 pm.

10. Adjourn - The meeting adjourned at 5:23 pm.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Advocacy and Major Projects (AMP) Committee
Through: Michelle Bouchard, Executive Director
From: Casey Fromson, Chief of Staff
For: April 2025 JPB Board of Directors Meeting
Subject: **Receive State and Federal Legislative Update**

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

Purpose and Recommended Action

The 2025 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 receive the attached State and Federal Legislative Update.

Discussion

The update will discuss changes at the federal level, including the federal budget, relevant state legislation, and an update on the regional transit revenue measure.

Budget Impact

There is no impact on the budget.

Prepared By: Devon Ryan Government & Community Affairs 3/17/2025
Officer
Isabella Conferti Government & Community Affairs 3/17/2025
Specialist



March 14, 2025

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

FM: Matt Robinson, Michael Pimentel and Brendan Repicky
Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – April 2025**

General Update

Approximately 2,350 bills have been introduced across the two houses of the State Legislature in this first year of the 2025-2026 Legislative Session. Many of these bills start out as “spot” bills and will need to be amended before they can be heard in the Legislature’s policy committees. The Assembly requires spot bills to be amended by March 17 and the Senate by March 26. The deadline for policy committees to meet and hear bills with a fiscal impact is May 2 (May 9 for non-fiscal) for bills in the first house. For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

Caltrain-Sponsored Legislation – AB 1372 (Papan)

Caltrain and its state advocates continue to work with Assemblymember Diane Papan on AB 1372 to allow Caltrain to be credited for the electricity it exports to the grid based on its value, determined by the avoided cost to the suppliers and distributor of buying clean energy elsewhere. Caltrain staff continues to work with its energy partners on this bill.

Continued Engagement – SB 30 (Cortese)

Caltrain and its state advocates are working with other rail agencies to engage with Senator Cortese and secure changes to SB 30, a bill introduced in response to Caltrain’s recent transfer of trainsets to Peru. The bill as currently written would prohibit a public entity that owns diesel-powered on-track equipment – defined to mean any locomotive or any other car, rolling stock, equipment, or other device that, alone or coupled to others, is operated on stationary rails and has a diesel engine – from selling, donating, or otherwise transferring that equipment for continued use after the public entity ceases the service of on-track equipment by replacing it with lower emission on-track equipment.

Senator Arreguin and Assemblymember Mark Gonzalez Lead Effort to Secure Additional Funding for Transit

Senator Jesse Arreguin (D-Berkeley) and Assemblymember Mark Gonzalez (D-Los Angeles) are leading efforts in the Legislature to secure an additional \$2 billion for local transit agencies as part of the Fiscal Year 2025-26 budget. The effort is supported by the California Transit Association and numerous stakeholders in the Bay Area and statewide. If successful, this effort would result in additional funding for all regions of the state and help address near-term funding shortfalls as regions prepare to advance self-help measures or find other solutions.

CalSTA Holds Ninth Transit Transformation Task Force Meeting

The California State Transportation Agency's Transit Transformation Task Force met for its ninth time in Sacramento on March 11. The meeting included discussion on the process and timeline for completing the Task Force's report of recommendations to the Legislature, required to be submitted by October 30, 2025, and provided Task Force members with the opportunity to review and discuss the proposed structure of the report. More significantly, the meeting included discussion on the draft staff report of recommendations for strategies to provide first-and-last mile access to transit and accessible transportation options for seniors and people with disabilities as well as a series of continuing or new topics, including Transportation Development Act reform and project delivery.

As we have highlighted for you in our last report, the California Transit Association (the trade organization to which Caltrain belongs) continues to lead engagement in the Task Force discussions on behalf of California transit agencies. To inform the positions it takes at Task Force meetings, the Association continues to engage its membership on the challenges / barriers they face in delivering improvements to transit service and has convened an internal Transit Transformation Advisory Committee to develop policy recommendations (for breaking past these challenges) for submittal to the Task Force. 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 are available on [CalSTA's website](#). The next Task Force meeting will take place on April 25th in San Francisco.

Bills of Interest

SB 63 (Wiener) Regional Measure Spot Bill

This bill states that it is the "intent of the Legislature to enact legislation authorizing a revenue measure to invest in transportation, including to, at a minimum, sustain and improve public transportation, in the San Francisco Bay area. It is the further intent of the Legislature that the details of this authorizing legislation, including the specific geography of the measure, be based on continued stakeholder engagement and consensus building, building off of a robust regional engagement process led by the Metropolitan Transportation Commission in 2024."

SB 79 (Wiener) Transit Oriented Development

This bill would require that a residential development proposed within one-half or one-quarter mile of a transit-oriented development stop be an allowed use on any site zoned for residential, mixed, commercial, or light industrial development, and further requires that the development be eligible for streamlined, ministerial approval. SB 79 also exempts from CEQA residential, commercial, and mixed-use projects on land owned by a public transit agency. The bill further exempts from CEQA projects for rail facilities, including the "construction, reconfiguration, or rehabilitation of stations, terminals, rails, platforms, or existing operations facilities, which will be exclusively used by zero-emission or electric trains." If a project done pursuant to this exemption requires the construction of off-site storage and maintenance facilities distinct from the principal project site, the project would be separate and not exempt.

SB 445 (Wiener) Sustainable Transportation Permit Streamlining

This bill would require a lead agency of a CEQA-exempted 'sustainable transportation project' or 'large sustainable transportation project' to provide notice to third-party entities – defined as a local agency, electrical corporation, or private telecommunications provider – regarding the lead agency's need to use or change facilities or rights-of-way under the third-party entity's jurisdiction or ownership.

Within 30 calendar days of receiving notice, the bill mandates the third-party entity to acknowledge receipt and completeness of the notice, and within 30 calendar days of that, would require the third-party entity to have issued any relevant permits and approvals needed.

For projects greater than \$25 million (“large sustainable transportation project”), the bill requires that a lead agency enter into a cooperative agreement with each relevant third-party entity. The bill gives the third-party entity 30 days to acknowledge receipt of the notice. They then have 60 days to enter into a cooperative agreement with the lead agency establishing the scope of permits and approvals needed, among other considerations.

In the event that the timelines dictated in the bill are not met, or if a third-party entity fails to adhere to the terms of a cooperative agreement it is signatory to, SB 445 authorizes lead agencies with design manuals and standards approved by CalSTA to occupy the right-of-way and conduct the necessary scope of work dictated in the notice provided by the lead agency.

AB 1070 (Ward) Transit District Governing Boards

This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system for at least one hour or for four trips per month. The bill would also require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members. These members would be required to include users of the service, and representatives of the labor organization representing transit employees.

Bills with Action Taken

SB 71 (Wiener) CEQA Exemptions for Transit Projects – SUPPORT

Co-Sponsored by the California Transit Association, this bill would extend indefinitely the current January 1, 2030 sunset date established by SB 922 (Wiener, 2022) for statutorily authorized CEQA exemptions for transit and transportation projects, add additional project-types to the list of exemptions (ferry terminals, transit operational analysis, bus stops, bus shelters), and make substantive procedural changes surrounding board actions (i.e. board process for establishing a project’s cost estimate). Caltrain previously supported SB 922, as well as AB 2503 (Lee, 2024), which added to the list of statutory exemptions an exemption for zero-emission rail.

AB 394 (Wilson) Transit Safety – SUPPORT

Co-Sponsored by the California Transit Association, this bill would enhance the safety and security of California’s public transportation systems by strengthening protections for transit operators, employees, and passengers. The bill accomplishes this goal by applying enhanced penalties for assaults to all transit employees, as well as updated provisions for trespass violations on transit systems. Further, AB 394 would empower agencies to seek court-issued prohibition orders against those convicted of assault or trespass. AB 394 promote safer transit environments for transit riders and employees alike. SMART, the union representing Caltrain operators, is a co-sponsor of this bill.

Caltrain Bill Matrix as of 3/14/2025

Bill ID/Topic	Location	Summary	Position
AB 12 Wallis R Low-carbon fuel standard: regulations.	This bill is in the Assembly Natural Resources Committee.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024.	Watch
AB 21 DeMaio R Taxpayer Protection Act of 2025.	Pending referral to policy committee.	The California Constitution requires a state statute that would result in any taxpayer paying a higher tax to be imposed by an act passed by 2/3 vote of the each house of the Legislature. The California Constitution also provides that all taxes imposed by a local government are either general taxes or special taxes, as defined, and requires that taxes imposed, extended, or increased by a local government be submitted to the electorate and approved by a majority vote, in the case of general taxes, or a 2/3 vote, in the case of special taxes. Existing law imposes specified requirements on state and local ballots, including, among other things, on the contents of the ballot label, ballot title, and summary. This bill would declare the intent of the Legislature to enact a constitutional amendment to limit the ability of state and local governments to raise taxes, restore a 2/3 vote requirement on local special tax increases, impose voter approval requirements on specific categories of new taxes, and regulate the titles on state and local ballot measures relating to tax increases.	Watch
AB 23 DeMaio R The Cost of Living Reduction Act of 2025.	Pending referral to policy committee.	Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations and gas corporations, and requires the PUC to develop a definition of energy affordability. Existing law also establishes the Milton Marks “Little Hoover” Commission on California State Government Organization and Economy (Little Hoover Commission) to promote economy, efficiency, and improved service in the transaction of the public business in the various departments, agencies, and instrumentalities of the executive branch of state government. This bill, the Cost of Living Reduction Act of 2025, would declare the intent of the Legislature to enact subsequent legislation to reduce the cost of living in California by undertaking specified activities, including, among other things, by suspending all state taxes and fees on gasoline and electric and gas utilities and by requiring the Little Hoover Commission to provide a report on methods to reduce the cost of living in other areas, as provided.	Watch

Bill ID/Topic	Location	Summary	Position
<p>AB 61 Pacheco D</p> <p>Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.</p>	<p>This bill is in the Assembly Utilities & Energy Committee.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. The Public Advocate’s Office of the Public Utilities Commission is established as an independent office within the commission to represent and advocate on behalf of the interests of public utility customers and subscribers within the jurisdiction of the commission. This bill would require the office to establish, by January 1, 2027, a program to, upon request of the Legislature, analyze legislation that would establish a mandated requirement or program or otherwise affect electrical or gas ratepayers, as specified. The bill would require the office to develop and implement conflict-of-interest provisions that would prohibit a person from participating in an analysis for which the person knows or has reasons to know that the person has a material financial interest. The bill would establish the Energy Programs Benefit Fund in the State Treasury and continuously appropriate the moneys in the fund to the office to support the work of the office in providing that analyses. The bill would repeal these provisions on January 1, 2032.</p>	<p>Watch</p>
<p>AB 99 Ta R</p> <p>Electrical corporations: rates.</p>	<p>This bill is in the Assembly Utilities & Energy Committee.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. This bill would prohibit an electrical corporation from proposing, and the commission from approving, a rate increase above the rate of inflation, unless the rate increase is approved by a majority of the electrical corporation’s customers voting in an election conducted according to specified requirements, and except when the commission determines that the costs underlying the rate increase are directly related to safety enhancements and modernization or to higher commodity or fuel costs. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 267 Macedo R</p> <p>Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2026–27 and 2027–28 fiscal years and would instead require those amounts from moneys collected by the state board to be transferred to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation by the Legislature, to augment funding for water infrastructure and wildfire prevention.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 273 Sanchez R</p> <p>Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2026. The bill, beginning with the 2026–27 fiscal year, would instead require 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to be transferred to the General Fund and for those moneys, upon appropriation, to be used to augment funding provided to local governments to improve infrastructure.</p>	<p>Watch</p>
<p>AB 339 Ortega D</p> <p>Local public employee organizations: notice requirements.</p>	<p>This bill is in the Assembly Public Employment & Retirement Committee.</p>	<p>Existing law, the Meyers-Miliias-Brown Act, contains various provisions that govern collective bargaining of local represented employees and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. Existing law requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Existing law requires the governing body of a public agency, and boards and commissions designated by law or by the governing body, to give reasonable written notice, except in cases of emergency, as specified, to each recognized employee organization affected of any ordinance, rule, resolution, or regulation directly relating to matters within the scope of representation proposed to be adopted by the governing body or the designated boards and commissions. This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 120 days’ written notice before issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization. The bill would require the notice to include specified information, including the anticipated duration of the contract. The bill would also require the public agency, if an emergency or other exigent circumstance prevents the public agency from providing the written notice described above, to provide as much advance notice as is practicable under the circumstances. If the recognized employee organization demands to meet and confer within 30 days of receiving the written notice, the bill would require the public agency and recognized employee organization to promptly meet and confer in good faith, as specified. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 340 Ahrens D</p> <p>Employer-employee relations: confidential communications.</p>	<p>This bill is in the Assembly Public Employment & Retirement Committee.</p>	<p>Existing law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization’s representation. The bill would also prohibit a public employer from compelling a public employee, a representative of a recognized employee organization, or an exclusive representative to disclose those confidential communications to a third party. The bill would not apply to a criminal investigation or when a public safety officer is under investigation and certain circumstances exist.</p>	<p>Watch</p>
<p>AB 370 Carrillo D</p> <p>California Public Records Act: cyberattacks.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Existing law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Existing law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines “unusual circumstances” to include, among other things, the need to search for, collect, and appropriately examine records during a state of emergency when the state of emergency currently affects the agency’s ability to timely respond to requests due to staffing shortages or closure of facilities, as provided. This bill would also expand the definition of unusual circumstances to include the inability of the agency, because of a cyberattack, to access its electronic servers or systems in order to search for and obtain a record that the agency believes is responsive to a request and is maintained on the servers or systems in an electronic format. Under the bill, the extension would apply only until the agency regains its ability to access its electronic servers or systems and search for and obtain electronic records that may be responsive to a request. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 377 Tangipa R</p> <p>High-Speed Rail Authority: business plan: Merced to Bakersfield segment.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. The act requires the authority to prepare, publish, adopt, and submit to the Legislature a business plan containing specified elements on a biennial basis and to also provide on a biennial basis a project update report, approved by the Secretary of Transportation as consistent with specified criteria, to the budget committees and the appropriate policy committees of both houses of the Legislature, on the development and implementation of intercity high-speed train service, as provided. The act requires the authority to develop schedules for the delivery of specified tasks relating to the Merced to Bakersfield segment of the high-speed rail project for inclusion in the project update report and the business plan and also requires the authority to include certain other information in the project update report and the business plan relating to the Merced to Bakersfield segment, as provided. This bill would require the authority, as part of the business plan that is due on or before May 1, 2026, to provide a detailed funding plan for the Merced to Bakersfield segment that includes certain information, including an updated estimate of the funding gap for completing the segment and a strategy for addressing the funding gap.</p>	<p>Watch</p>
<p>AB 394 Wilson D</p> <p>Crimes: public transportation providers.</p>	<p>This bill is in the Assembly Public Safety Committee.</p>	<p>Existing law defines a battery as any willful and unlawful use of force or violence upon the person of another. Existing law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Existing law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee or contractor of a public transportation provider. The bill would authorize the court, following a conviction, to impose a prohibition order barring reentry to public transit property, as specified. The bill would make a violation of a prohibition order a misdemeanor, as specified. By expanding the scope of an existing crime and creating a new crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 421 Solache D</p> <p>Immigration enforcement: prohibitions on access, sharing information, and law enforcement collaboration.</p>	<p>This bill is in the Assembly Public Safety Committee.</p>	<p>Existing law, the California Values Act, generally prohibits California law enforcement agencies from investigating, interrogating, detaining, detecting, or arresting persons for immigration enforcement purposes. Existing law provides certain limited exceptions to this prohibition, including transfers of persons pursuant to a judicial warrant and providing certain information to federal authorities regarding serious and violent felons in custody. This bill would prohibit California law enforcement agencies from collaborating with, or providing any information in writing, verbally, or in any other manner to, immigration authorities regarding proposed or currently underway immigration enforcement actions when the actions could be or are taking place within a radius of one mile of any childcare or daycare facility, religious institution, place of worship, hospital, or medical office. To the extent this bill would impose additional duties on local law enforcement agencies or officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 555 Jackson D</p> <p>Air resources: regulatory impacts: transportation fuel costs.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law vests the State Air Resources Board with the authority to regulate transportation fuels and requires the state board to adopt standards and regulations providing for specification for vehicular fuel composition to achieve the maximum degree of emission reduction possible from vehicular sources to attain the state air quality standards. This bill would require the state board, on a quarterly basis, to submit to the relevant policy committees of the Legislature a report providing data and describing the impacts of its regulations of transportation fuels on the prices of those fuel to California consumers.</p>	<p>Watch</p>
<p>AB 939 Schultz D</p> <p>The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, statewide general election, authorizes the issuance of bonds in the amount of \$19,925,000,000 pursuant to the State General Obligation Bond Law for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, schoolbus retrofit and replacement purposes, state transportation improvement program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, local street and road improvement, congestion relief, and traffic safety. This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.</p>	<p>Watch</p>

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

Bill ID/Topic	Location	Summary	Position
<p>AB 1058 Gonzalez, Jeff R</p> <p>Motor Vehicle Fuel Tax Law: suspension of tax.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. This bill would also direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1067 Quirk-Silva D</p> <p>Public employees' retirement: felony convictions.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law, the California Public Employees' Pension Reform Act of 2013, requires a public employee who is convicted of any state or federal felony for conduct arising out of, or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to forfeit all accrued rights and benefits in any public retirement system from the earliest date of the commission of the felony to the date of conviction, and prohibits the public employee from accruing further benefits in that public retirement system. This bill would require a public employer that is investigating a public employee for misconduct arising out of the actions described above, to continue the investigation even if the public employee retires while under investigation. The bill would require a public employer, if the investigation indicates that the public employee may have committed a crime, to refer the matter to the appropriate law enforcement agency. Under the bill, if a felony conviction results arising out of any conduct described above, the public employee would forfeit all accrued rights and benefits in any public retirement system pursuant to the provisions described above. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1070 Ward D</p> <p>Transit districts: governing boards: compensation: nonvoting members.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law provides for the formation of various transit districts and specifies the duties and powers of their governing boards. Existing law authorizes a transit district to compensate a member of the governing board for attending a board meeting and for engaging in other district business, as provided. This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system, as specified. The bill would require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members, as specified. The bill would authorize the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing negotiations with labor organizations. By expanding the duties of transit districts, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1132 Schiavo D</p> <p>Department of Transportation: climate change vulnerability assessment: community resilience assessment.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>Existing law establishes the Department of Transportation to, among other things, plan, design, construct, operate, and maintain the state highway system, as provided. Pursuant to that authority, the department developed 12 district-based Climate Change Vulnerability Assessment reports designed to provide the department with a comprehensive database to help in evaluating, mitigating, and adapting to the effects of increasing extreme weather events on the state transportation system. This bill would require the department, on or before January 1, 2027, to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions. The bill would also require the department, on or before January 1, 2028, to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks, as specified.</p>	<p>Watch</p>
<p>AB 1167 Berman D</p> <p>Public utilities: rates.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law authorizes the Public Utilities Commission to fix the rates and charges for every public utility, and requires that those rates and charges be just and reasonable. Existing law requires a public utility to furnish and maintain adequate, efficient, just, and reasonable service, instrumentalities, equipment, and facilities as are necessary to promote the safety, health, comfort, and convenience of its patrons, its employees, and the public. This bill would make nonsubstantive changes to those requirements.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1198 Haney D</p> <p>Public works: prevailing wages.</p>	<p>This bill is in the Assembly Labor & Employment Committee.</p>	<p>Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under existing law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. Under existing law, that determination does not apply to public works contracts for which the notice to bidders has been published. This bill would instead state, commencing July 1, 2026, that if the director determines, within a semiannual period, that there is a change in any prevailing rate of per diem wages in a locality, that determination applies to any public works contract that is awarded or for which notice to bidders is published after July 1, 2026. The bill would authorize any contractor, awarding body, or specified representative affected by a change in rates on a particular contract to, within 20 days, file with the director a verified petition to review the determination of that rate, as specified. The bill would require the director to, upon notice to the interested parties, initiate an investigation or hold a hearing, and, within 20 days after the filing of that petition, except as specified, make a final determination and transmit the determination in writing to the awarding body and to the interested parties. The bill would make that determination issued by the director effective 10 days after its issuance, and until it is modified, rescinded, or superseded by the director.</p>	<p>Watch</p>
<p>AB 1207 Irwin D</p> <p>Climate change: market-based compliance mechanism.</p>	<p>Pending referral to policy committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases and requires the state board to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act, until January 1, 2031, authorizes the state board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Pursuant to this authority, the state board adopted the California Greenhouse Gas Cap-and-Trade Program. This bill would state the intent of the Legislature to enact subsequent legislation to reauthorize the California Greenhouse Gas Cap-and-Trade Program.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1222 Bauer-Kahan D</p> <p>Public utilities: judicial review.</p>	<p>This bill is in the Assembly Utilities & Energy Committee.</p>	<p>Existing law authorizes a party aggrieved by a decision or order of the Public Utilities Commission to file a petition for a writ of review in the court of appeal or the Supreme Court for purposes of reviewing the decision or order within 30 days after the commission issues its decision denying the application for a rehearing, or, if the application was granted, within 30 days after the commission issues its decision on the rehearing, or at least 120 days after the application is granted if no decision on rehearing has been issued. This bill would extend the 30-day time periods to 90 days. For a petition challenging a final decision of the commission in which the final decision significantly modifies the proposed decision issued in the proceeding, the bill would require the court to presume the proposed decision to be valid and lawful and to issue the writ unless the commission rebuts the presumption to the satisfaction of the court in justifying the final decision. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1268 Macedo R</p> <p>Motor Vehicle Fuel Tax Law: adjustment suspension.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax Law, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1290 Wilson D</p> <p>High-Speed Rail Authority: Senate confirmation.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would require that the members of the authority appointed by the Governor be subject to appointment with the advice and consent of the Senate.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1331 Elhawary D</p> <p>Workplace surveillance.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state the enforcement of which is not specifically vested in any other officer, board or commission. This bill would limit the use of workplace surveillance tools, as defined, by employers, including by prohibiting an employer from monitoring or surveilling workers in private, off-duty areas, as specified, and requiring workplace surveillance tools to be disabled during off-duty hours, as specified. This bill contains other related provisions.</p>	<p>Watch</p>
<p>AB 1340 Wicks D</p> <p>Metropolitan Transportation Commission: duties.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>The Metropolitan Transportation Commission Act establishes the Metropolitan Transportation Commission to provide comprehensive regional transportation planning for the San Francisco Bay area, as provided. Existing law requires the commission to establish a regional transit coordinating council to better coordinate routes, schedules, fares, and transfers among the San Francisco Bay area transit operators and to explore potential advantages of joint ventures in certain areas. The act authorizes the commission, in consultation with the regional transit coordinating council, to identify functions performed by individual public transit systems that could be consolidated to improve the efficiency of regional transit service, and recommend that those functions be consolidated and performed through inter-operator agreements or as services contracted to a single entity. This bill would require the commission to consult with the general manager from each transit operator, instead of the regional transit coordinating council, when identifying functions that could be consolidated and recommending their consolidation, as described above. To the extent that this bill would impose additional duties on transit operators, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1372 Papan D</p> <p>Electricity: electrified commuter railroads: regenerative braking: net energy.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes a community choice aggregator to aggregate the electrical load of interested electricity consumers within its boundaries and requires the community choice aggregator to, among other things, enter into an operating service agreement with an electrical corporation. This bill would state the intent of the Legislature to enact subsequent legislation that would require an electrical corporation, electric service provider, or community choice aggregator and an operator of an electrified commuter railroad that produces electricity through the regenerative braking of electric trains, including the Peninsula Corridor Joint Powers Board, to, upon completing certain technical studies, adopt or modify a tariff or contract that requires the electrical corporation, electric service provider, or community choice aggregator to bill the operator only for its net energy.</p>	<p>Sponsor</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1410 Garcia D</p> <p>Public utilities: service outages and updates: alerts.</p>	<p>This bill is in the Assembly Utilities & Energy Committee.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities. If the commission finds after a hearing that the rules, practices, equipment, appliances, facilities, or service of any public utility, or the methods of manufacture, distribution, transmission, storage, or supply employed by the public utility, are unjust, unreasonable, unsafe, improper, inadequate, or insufficient, the Public Utilities Act requires the commission to determine and, by order or rule, fix the rules, practices, equipment, appliances, facilities, service, or methods to be observed, furnished, constructed, enforced, or employed. This bill would require each public utility to automatically enroll customers in alerts for service outages and updates. The bill would require customers to be provided with the opportunity to opt-out of any alerts the customer does not wish to receive, except as provided. The bill would require each public utility to annually verify a customer’s preferred contact method. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1421 Wilson D</p> <p>Vehicles: Road Usage Charge Technical Advisory Committee.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Existing law repeals these provisions on January 1, 2027. This bill would extend the operation of the above-described provisions until January 1, 2035. The bill would also make related findings and declaration.</p>	<p>Watch</p>
<p>AB 1472 Hart D</p> <p>California Sea Level Rise State and Regional Support Collaborative.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law creates within the Ocean Protection Council the California Sea Level Rise State and Regional Support Collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, planning, and, where feasible, the mitigation of the adverse environmental, social, and economic effects of sea level rise within the coastal zone, as provided. This bill would make a nonsubstantive change to this provision.</p>	<p>Watch</p>
<p>SB 30 Cortese D</p> <p>Diesel-powered on- track equipment: decommissioning: resale and transfer restrictions.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>Existing law provides various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring that equipment for continued use after the public entity decommissions the equipment.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 63 Wiener D</p> <p>San Francisco Bay area: local revenue measure: transportation funding.</p>	<p>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 legislation authorizing a revenue measure to invest in transportation in the San Francisco Bay area.</p>	<p>Watch</p>
<p>SB 71 Wiener D</p> <p>California Environmental Quality Act: exemptions: transit projects.</p>	<p>This bill is in the Senate Environmental Quality Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>
<p>SB 79 Wiener D</p> <p>Planning and zoning: housing development: transit-oriented development.</p>	<p>This bill is in the Senate Housing Committee.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines “surplus land” for these purposes to mean land owned in fee simple by any local agency for which the local agency’s governing body takes formal action declaring that the land is surplus and is not necessary for the agency’s use. Existing law defines “agency’s use” for these purposes to include land that is being used for agency work or operations, as provided. Existing law exempts from this definition of “agency’s use” certain commercial or industrial uses, except that in the case of a local agency that is a district, except a local agency whose primary purpose or mission is to supply the public with a transportation system, “agency’s use” may include commercial or industrial uses or activities, as specified. This bill would additionally include land leased to support public transit operations in the definition of “agency’s use,” as described above. The bill would also revise the definition of “agency’s use” with respect to commercial or industrial uses to instead provide that a district or a public transit operator may use land for commercial or industrial uses or activities, as described above. This bill contains other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 272 Becker D</p> <p>San Mateo County Transit District: job order contracting: pilot program.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>The Local Agency Public Construction Act sets forth procedures that a local agency is required to follow when procuring certain services or work. The act also sets forth specific public contracting requirements for certain transit districts, including the San Mateo County Transit District for construction work contracts. The act authorizes certain local agencies, including school districts and community college districts, to engage in job order contracting, as prescribed. This bill would establish a pilot program to authorize the San Mateo County Transit District to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various procedures and requirements for the use of job order contracting under the pilot program. The bill would require the district, on or before January 1, 2030, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. The pilot program would be repealed on January 1, 2032. This bill would make legislative findings and declarations as to the necessity of a special statute for the San Mateo County Transit District.</p>	<p>Watch</p>
<p>SB 348 Hurtado D</p> <p>State Air Resources Board: Low-Carbon Fuel Standard.</p>	<p>Pending referral to policy committee.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations, as provided, to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard, or regulations. This bill would state the intent of the Legislature to enact future legislation that would, among other things, require the board to revise the Low-Carbon Fuel Standard program, as provided. The bill would make related findings and declarations.</p>	<p>Watch</p>
<p>SB 400 Cortese D</p> <p>High-Speed Rail Authority.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law authorizes the authority, among other things, to keep the public informed of its activities. This bill would revise that provision to instead authorize the authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority's internet website.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 445 Wiener D</p> <p>Sustainable Transportation Project Permits and Cooperative Agreements.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>Existing law, the Planning and Zoning Law, sets forth various requirements relating to the review of development project permit applications and the issuance of development permits for specified classes of development projects. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements certain transportation-related projects if specified requirements are met. CEQA includes within these exempt transportation-related projects a public project for the institution or increase of bus rapid transit, bus, or light rail service, which will be exclusively used by low-emission or zero-emission vehicles, on existing public rights-of-way or existing highway rights-of-way. This bill would require a lead agency to provide a written notice with specified information to a third-party entity, defined by the bill to mean a local agency, electrical corporation, or private telecommunications provider, regarding its need to use, relocate, alter, change, or otherwise improve facilities, publicly owned and managed utilities, public spaces, or other publicly or privately owned facilities under the third-party entity’s jurisdiction or ownership for the implementation of a sustainable transportation project. This bill would define “sustainable transportation project” to mean a project where the lead agency is a state agency, operator, or local agency that proposes the construction or modification of facilities meeting at least one of several specified criteria, including that it is exempt from CEQA pursuant to the above-described provisions. The bill would define “large sustainable transportation project” to mean a sustainable transportation project that, based on the project engineer’s cost estimate at the time the lead agency completes environmental review, costs more than \$25,000,000, and meets other specified criteria.. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 496 Hurtado D</p> <p>Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.</p>	<p>This bill is in the Senate Environmental Quality Committee.</p>	<p>Current 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. This bill would require the state board to establish the Advanced Clean Fleets Regulation Appeals Advisory Committee by an unspecified date for purposes of reviewing appeals of denied requests for exemptions from the requirements of the Advanced Clean Fleets Regulation. The bill would require the committee to include representatives of specified governmental and nongovernmental entities. The bill would require the committee to meet monthly and would require recordings of its meetings to be made publicly available on the state board’s internet website. The bill would require the committee to consider, and make a recommendation on, an appeal of an exemption request denial no later than 60 days after the appeal is made. The bill would require specified information relating to the committee’s consideration of an appeal to be made publicly available on the state board’s internet website. The bill would require the state board to consider a recommendation of the committee at a public meeting no later than 60 days after the recommendation is made.</p>	<p>Watch</p>
<p>SB 506 Committee on Transportation</p> <p>Transportation: omnibus bill.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>Existing law requires the Department of the California Highway Patrol to adopt reasonable rules and regulations which, in the judgment of the department, are designed to promote the safe operation of specified vehicles, including among other vehicles, schoolbuses and commercial motor vehicles. This bill would make technical, nonsubstantive changes to these provisions.</p>	<p>Watch</p>
<p>SB 544 Laird D</p> <p>Railroad crossings: permit applications: review.</p>	<p>This bill is in the Senate Energy, Utilities, and Communications Committee.</p>	<p>Under current law, the Public Utilities Commission has the exclusive power to, among other things, determine and prescribe the manner and the terms of installation, operation, maintenance, use, and protection of railroad crossings. Existing law prohibits the construction of a public road, highway, or street across the track of any railroad corporation at grade and other specified actions with regard to railroad crossings without the permission of the commission. This bill would require an application for a railroad crossing to include, at a minimum, certain information concerning the proposed railroad crossing. The bill would authorize the commission to partially or completely exempt railroad crossing applications that meet certain requirements from review under otherwise applicable adjudication procedures and would authorize the commission to establish an expedited review and approval process for those applications.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 545 Cortese D</p> <p>High-speed rail: economic opportunities.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>Existing law establishes the Office of Land Use and Climate Innovation with specified powers and duties related to long-range planning and research. Existing law creates the High-Speed Rail Authority, with specified powers and duties related to the development and implementation of a high-speed train system. This bill would require the Office of Land Use and Climate Innovation, on or before July 1, 2026, to commission a study on economic opportunities along the high-speed rail alignment, as provided. The bill would require an infrastructure district established in support of the high-speed rail project to include local improvements among the eligible projects to be funded by district revenues. The bill would require any revenues collected beyond the establishment of an infrastructure district to be committed to the ongoing maintenance and operation of the high-speed rail system.</p>	<p>Watch</p>
<p>SB 559 Stern D</p> <p>Electricity: deenergization events: communications.</p>	<p>This bill is in the Senate Utilities, Energy, and Communications Committee.</p>	<p>Existing law requires each electrical corporation to annually prepare a wildfire mitigation plan and to submit the plan to the Office of Energy Infrastructure Safety for review and approval, as specified. Existing law requires a wildfire mitigation plan of an electrical corporation to include, among other things, protocols for deenergizing portions of the electrical distribution system that consider the associated impacts on public safety, and protocols related to mitigating the public safety impacts of those protocols, including impacts on critical first responders and on health and communications infrastructure. Existing law requires a wildfire mitigation plan of an electrical corporation to also include appropriate and feasible procedures for notifying a customer who may be impacted by the deenergizing of electrical lines and requires these procedures to consider the need to notify, as a priority, critical first responders, health care facilities, and operators of telecommunications infrastructure with premises within the footprint of a potential deenergization event. This bill would require, at the start of a deenergization event, an electrical corporation to immediately notify local emergency management organizations and local utility districts about the impacts of the deenergization, as specified. The bill would require detailed status information on restoration efforts to be made available to emergency management organizations, public safety officials, customers, and the public in real-time, with regular progress updates issued at intervals of no more than 12 hours, for all impacted circuits, as specified. The bill would require, at the start of a deenergization event, an electrical corporation to publish and make available real-time weather conditions observed within the affected circuit being considered for deenergization, as provided. Once hazardous weather conditions subside, the bill would require an electrical corporation to prioritize the restoration of electricity and begin efforts to reenergize lines without unnecessary delays. The bill would make electrical corporations responsible for the continual monitoring and eventual restoration of circuits affected by a deenergization event. The bill would require each electrical corporation to submit an annual report to the Public Utilities Commission that details its compliance with the transparency and restoration requirements of these provisions, as provided. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
SB 578 Smallwood-Cuevas D California Workplace Outreach Program.	This bill is in the Senate Labor, Public Employment, & Retirement Committee.	Current law establishes the Department of Industrial Relations within the Labor and Workforce Development Agency to, among other things, foster, promote, and develop the welfare of wage earners, to improve their working conditions, and to advance their opportunities for profitable employment. This bill would require the department, upon appropriation of funds for this purpose, to establish and maintain the California Workplace Outreach Program to promote awareness of, and compliance with, workplace protections that affect workers. The bill would require the department to issue a competitive request for application to qualified organizations, as defined, to provide education and outreach services to workers and to assist workers to assert their workplace rights.	Watch
SB 642 Limón D Employment: payment of wages.	This bill is in the Senate Labor, Public Employment, & Retirement Committee.	Existing law requires an employer, upon reasonable request, to provide the pay scale for a position to an applicant applying for the position. Existing law requires an employer with 15 or more employees to include the pay scale for a position in any job posting. Existing law also requires an employer with 15 or more employees that engages a third party to announce, post, publish, or otherwise make known a job posting to provide the pay scale to the third party and requires the third party to include the pay scale in the job posting. Existing law establishes certain civil penalties for a violation of those provisions, provides for enforcement by the Labor Commissioner of the Division of Labor Standards Enforcement, and makes violation of certain provisions a crime. This bill would require the pay scale provided for purposes of those provisions to be no more than 10% above or below the mean pay rate within the salary or hourly wage range. By expanding the scope of an existing crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
SB 707 Durazo D Open meetings: meeting and teleconference requirements.	This bill is in the Senate Local Government Committee.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. This bill would, until January 1, 2030, require a city council or a county board of supervisors to comply with additional meeting requirements, including that all open and public meetings include an opportunity for members of the public to attend via a two-way telephonic option or a two-way audiovisual platform, as defined, that a system is in place for requesting and receiving interpretation services for public meetings, as specified, and that good faith efforts are made to encourage residents to participate in public meetings, as specified. By imposing additional meeting requirements on city councils and county boards of supervisors, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
<p>SB 714 Archuleta D</p> <p>Zero-emission vehicles: workforce development: Clean Energy Workforce Training Council.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law, upon appropriation by the Legislature, establishes the position of Deputy Secretary for Climate within the Labor and Workforce Development Agency, to be appointed by the Governor and subject to confirmation by the Senate, for the purpose of assisting in the oversight of California’s workforce transition to a sustainable and equitable carbon-neutral economy. Existing law requires the deputy secretary to perform specified duties, including creating or coordinating programs with other state agencies to retrain and upskill workers for, among other jobs, clean energy jobs, as specified. This bill would state the intent of the Legislature to enact legislation that would establish a zero-emission vehicle workforce development pilot project and a Clean Energy Workforce Training Council, as provided.</p>	<p>Watch</p>
<p>SB 735 Committee on Local Government</p> <p>Validations.</p>	<p>This bill is in the Senate Local Government Committee.</p>	<p>This bill would enact the First Validating Act of 2025, which would validate the organization, boundaries, acts, proceedings, and bonds of the state and counties, cities, and specified districts, agencies, and entities. This bill contains other related provisions.</p>	<p>Watch</p>
<p>SB 741 Blakespear D</p> <p>Coastal resources: coastal development permit: local emergency declaration.</p>	<p>This bill is in the Senate Natural Resources & Water Committee.</p>	<p>Existing law, the California Coastal Act of 1976, establishes the California Coastal Commission and provides for planning and regulation of development in the coastal zone, as defined. The act requires the commission to provide, by regulation, for the issuance of coastal development permits by the executive director of the commission or, where the development permit authority has been delegated to a local government, by an appropriate local official designated by resolution of the local government without compliance with the procedures prescribed in the act in cases of emergency, except as provided, and for certain nonemergency developments, as described. This bill would include as an emergency, for purposes of the latter provision, a local emergency declaration by a municipality, county, or special district.</p>	<p>Watch</p>
<p>SB 752 Richardson D</p> <p>Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.</p>	<p>This bill is in the Senate Revenue & Taxation Committee.</p>	<p>Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2026, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2028. This bill contains other related provisions.</p>	<p>Watch</p>

Caltrain Federal Report March 2025

Administration Update

DOT Rescinds Headquarters Review of STIPs Following Pressure from MPOs State Transportation Improvement Program Plans (STIPs)

- On February 28, the Department of Transportation (DOT) quickly rescinded a decision to make State Transportation Improvement Plans (STIPs) subject to Headquarters' review before being approved. This rescission returns the responsibility of STIP approval back to back to Federal Highway Administration (FHWA) district offices.
- Each state is required under federal law to develop a STIP covering a period of at least four years and must be developed in coordination with Metropolitan Planning Organizations (MPOs), public transit providers, and any Regional Transportation Planning Organizations (RTPOs) in the state.
- The HQ review requirement set by the Trump Administration caused criticism and confusion from state and local officials who believed the approval centralization could cause infrastructure project delays. Groups such as the Association of Metropolitan Planning Organizations (AMPO) and AASHTO advocated heavily against the new HQ approval requirement.

DOT Issues New Discretionary Grants Guidance

- DOT Secretary Sean Duffy released new internal guidance his Department would implement while overseeing the pending funding awarded from FY 2022 through FY 2025 through the Infrastructure Investment and Jobs Act (IIJA). The Department notes that projects with executed grant and cooperative agreements in place that are fully obligated are not subject to the guidance.
- For prior awards without fully obligated grant agreements, the Department will conduct additional reviews of projects before it authorizes additional funding for the project. The guidance asserts that "the focus of this review is to identify project scope and activities that are allocating funding to advance climate, equity, and other priorities counter to the Administration's Executive Orders."
- Below are the executive orders the Department requires all grant agreements to be in compliance with:
 - [Executive Order 14148](#), Initial Rescissions of Harmful Executive Orders and Actions;
 - [Executive Order 14154](#), Unleashing American Energy

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- [Executive Order 14151](#), Ending Radical and Wasteful Government DEI Programs and Preferencing
 - [Executive Order 14168](#), Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government
 - [Secretarial Order 2100.7](#), Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs, and Activities Secretarial Memorandum on Implementation of Executive Orders Addressing Energy, Climate Change, Diversity, and Gender
- The Department noted the following project elements that would trigger a review of a project: “equity activities, Diversity, Equity, and Inclusion (DEI) activities, climate change activities, environmental justice (J activities, gender-specific activities, when the primary purpose is bicycle infrastructure (i.e., recreational trails and shared-use paths, etc.), electric vehicles (EV), and EV charging infrastructure.”
 - Once a review has been completed, the Department will determine whether a project should continue in its current form with no change, be revised with a reduced or modified scope, or be canceled entirely. Projects that are recommended to adjust their scope, are to eliminate and, where possible, replace aspects of the project that run counter to the administration’s priorities.

DOT Closes Office of Climate Change and Environment

- On February 28, DOT closed the Office of Climate Change and Environment after more than a decade in operation. The Office of Climate Change and Environment provided technical assistance to state and local governments on how to spend federal funds on projects related to global warming, including the \$13 billion the IJA administered for climate programs.
- There is significant concern that the termination of the Office of Climate Change and Environment could make it more difficult for state and local governments to get their climate spending approved, ultimately leading to them pursuing projects not related to the environment.

President Trump Announces Former Rep. Molinaro as FTA Administrator Nominee

- On February 4, President Trump announced former Congressman Marc Molinaro (R-NY) as the nominee to lead the FTA. Molinaro represented the 19th district of New York during the 118th Congress but lost his reelection bid to Democrat Josh Riley.
- While in Congress, Molinaro served on the House Transportation & Infrastructure, Agriculture, and Small Business Committees. Molinaro co-led the [Transit Emergency Relief Act](#), legislation to improve the FTA’s Emergency Response (ER) Program. The legislation would also create a consistent funding source for FTA emergency response

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and grant flexibility to FTA in how funds are allocated so that transit emergencies can receive appropriate funding.

- In response to Molinaro’s nomination, the Transport Workers Union of America released a [statement of support](#). The union cited Molinaro’s defense of transit worker protections while in Congress.

President Trump Signs Executive Order Furthering DOGE’s Mission

- On February 26, President Trump signed an executive order entitled, “[Implementing the President’s “Department of Government Efficiency” Cost Efficiency Initiative.](#)” The executive order seeks to reign in federal spending and activities the President considers to be part of the “deep state.”
- Under the executive order, agency heads, with the corresponding DOGE team, are to create a centralized technological system to record every payment issued by the agency pursuant to each of the agency’s covered contracts and grants, along with a brief, written justification for each payment submitted by the agency. These systems are to allow each agency head to pause and review a payment for which a justification has not been submitted. This executive order further cements the power and authority DOGE, and its de-facto lead, Elon Musk, has over the federal government.
- The executive order also directs agency heads to conduct a comprehensive review of each agency’s contracting policies, procedures, and personnel. Following the review, agency heads are to publish guidance on signing new contracts or modifying existing contracts to promote government efficiency and the policies of the Trump Administration. Law enforcement, CBP, ICE, and the armed forces are exempt from this order.

Congressional Update

FY 2025 Appropriations Update

- On March 14, before the funding deadline at midnight, the Senate passed H.R. 1968, the “Full-Year Continuing Appropriations and Extensions Act, 2025” to avoid a shutdown and fund the government for the remainder of the fiscal year
- President Trump signed the measure on the 15th.
- The CR, together with Infrastructure Investment and Jobs Act (IIJA) advance appropriations, provides \$20.9 billion for public transit and \$16.2 billion for passenger rail in FY 2025. Under the bill, total public transit investment increases less than one percent and total passenger rail funding decreases less than one percent. The bill eliminates all funding that was designated for earmarks in the FY 2024 THUD Appropriations Act.

House and Senate Adopt Respective Budget Resolutions for Reconciliation Package

- On February 21, Senate Republicans advanced a narrower budget reconciliation resolution aimed at passing a border security, energy, and defense spending bill. The House passed its own more robust resolution, which includes language calling for the reauthorization of the 2017 Tax Cuts and Jobs Act, on February 25 by a slim margin.
- On February 18, President Trump expressed his support of the [House's budget blueprint](#) because it would allow all his priorities to be addressed in one bill. House Republican leadership is facing opposition from members in the Republican conference from swing districts who are wary of proposed cuts to major safety-net programs, such as Medicaid.
- The House and Senate are beginning conference negotiations over the reconciliation bill, a process where the two sides settle differences over their different versions of the bill.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Advocacy and Major Projects (AMP) Committee
Through: Michelle Bouchard, Executive Director
From: Dahlia Chazan, Chief of Planning
For: April 2025 JPB Board of Directors Meeting
Subject: **Receive Update on Corridor Crossing Strategy: Program Methodology**

Finance Committee
Recommendation

Technology, Operations, Planning,
and Safety Committee
Recommendation

Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

Staff are providing the Board with an update on the Corridor Crossing Strategy (CCS) – the coordinated approach to deliver safety enhancements (e.g., at-grade improvements) and crossing eliminations (e.g., closures or grade separations) on the Caltrain corridor. Staff will be presenting the draft crossing prioritization methodology for both safety enhancements and eliminations projects. In the development of the CCS, corridor partners have expressed a desire for the corridor to develop a prioritization process to identify the regional priorities and focus the limited resources. This report is provided for informational purposes only.

Discussion

This presentation will focus the draft prioritization methodology for both safety enhancements and eliminations projects developed in an iterative process and in collaboration with corridor partners. The crossing enhancement projects are implemented at-grade and include as intrusion technology, signage, pavement markers and markings, quad or exit gates, and lighting. The crossing enhancement projects are typically lower in cost (\leq \$10 million) and can be implemented within five to ten years.

The elimination projects include improvements that remove or change the elevation or access to the crossing such as closures, vehicular grade separations, or bike/pedestrian crossings. These projects are larger in scale, resulting in higher costs (+\$50 million) and have a longer delivery timeframe.

The draft prioritization methodology included the process of:

- Developing a robust database of crossing data categorized by safety, rail operations, crossing and roadway geometry, and nearby key destinations
- Assessing and scoring each crossing for both the safety enhancement and elimination projects, reflecting the fact that the same crossing may have a nearer-term enhancement project funding and resources are obtained for longer-term elimination projects.

- Safety enhancement project scores are based on key safety indicators while elimination projects were scored based on safety, operational, community benefits, and funding.
- Prioritization of the scored crossings into four tiers for each safety enhancement and elimination projects based on safety and readiness benchmarks, respectively.

Staff is seeking input on the draft prioritization methodology to refine the development of a Grade Crossing Program that defines the corridor's priorities. The draft prioritized lists of safety enhancement and elimination projects as well as the program recommendations will be presented at upcoming Board meetings.

Budget Impact

The project has no impact on the budget.

Prepared By: Dahlia Chazan

Chief of Planning

3/12/2025

**Peninsula Corridor Joint Powers Board
Staff Report**

To: JPB Advocacy and Major Projects (AMP) Committee
Through: Michelle Bouchard, Executive Director
From: Marian Lee, Director, Diridon Station Michael Tree, Director, VTA Diridon Project
For: April 2025 JPB Board of Directors Meeting
Subject: **Receive Update on Diridon Station Governance and Funding for Project Delivery**

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

Purpose and Recommended Action

The purpose of this informational report and accompanying presentations is to share progress on the Diridon Station Business Case since the previous update at the January AMP meeting. Since January, the Diridon Steering Committee, formally, the “Diridon Joint Policy Advisory Board (JPAB)” met in March and the following topics were presented:

- Diridon Station Three-Year Scope, Budget, and Funding Update – presented by Santa Clara Valley Transportation Authority (VTA) and Caltrain
- Diridon Station Design Alternatives Constructability Analysis – presented by Caltrain
- Update on Community Engagement – presented by the City of San Jose

All three items focus on work-in-progress materials. Final plans and budgets will be presented at the May Steering Committee meeting for approval before returning to AMP. See below for descriptions of each.

Discussion

Background

The Partner Agencies are working together on the Diridon Station Business Case to plan for the transformation of San Jose’s downtown transit hub. Diridon Station is integral to California’s transportation network. It currently serves Caltrain, Capitol Corridor, Altamont Corridor Express (ACE), and Amtrak passenger rail, as well as VTA light rail transit (LRT) and bus services. Diridon must also accommodate planned and expanded services in the region, including new California High-Speed Rail (CAHSR) and Bay Area Rapid Transit (BART) service, as well as expanded service for Caltrain, Capitol Corridor, and ACE. To effectively accommodate planned activity and future service needs, the station must be reconfigured, expanded, and upgraded to provide adequate capacity, functionality, and interconnectivity for passengers.

Diridon Station Three-Year Scope, Budget, and Funding Update

Three-Year Scope

National and State Environmental Review: As owner of Diridon station, Caltrain will be the local lead agency. The federal lead agency is to be determined. Discussions will be held with federal agencies to make a determination. The detailed Environmental Clearance Scope of Work is attached for reference. The environmental process is anticipated to start this summer and take up to three years to complete.

Long-Term Governance and Funding Strategy: VTA is leading the funding and advocacy plan for capital and operations and maintenance needs which will include local, state, and federal funding and non-traditional sources. Capital funding sources under consideration include County Property Tax reallocation (EIFD); Renewal State Cap and Trade; New regional measure; Federal Railroad Administration (FRA) State-Federal Partnership; Federal Transit Administration (FTA) TBD; and Financing/Loans (TIFIA, RRIF).

Three-year Budget and Proposed Funding

The Diridon Partners have developed a detailed three-year \$59.4 million program budget. The specific breakdown of the total budget will be shared at the May Steering Committee meeting so as to not adversely influence the environmental review proposals due on March 26, 2025.

Program Director

The hiring of a Program Director is a priority. Currently, the project is being managed by staff and consultants from five agencies. The timeline for recruitment is summer 2025 for the job posting and fall/winter 2025 for screening, interviews, and selection.

Diridon Station Design Alternatives Constructability Analysis

Since the December JPAB meeting, design refinements have been made and constructability analysis completed. A fatal flaw was identified with the Elevated Alternative. The southern access tracks into Caltrain's maintenance facility will get disconnected for the entire duration of construction. The disconnect results from not having enough distance between the newly built elevated tracks/platform and CEMOF (Caltrain Centralized Equipment Maintenance and Operations Facility) to descend. The tracks into/out of CEMOF are not impacted with construction of the At-Grade Alternative.

For the complete analysis, please review the attachments.

Community Engagement

In March and April, additional outreach is planned. Time will be spent to educate the public about the constructability analysis key findings and obtain further input on the At-Grade Alternative. There will be particular discussions regarding access, connectivity, and design treatments in the neighborhoods near W. Virginia and Auzerais.

Next Steps

The project team will return to the Steering Committee in May with a recommended alternative. Between now and then, further studies related to grade crossings will be conducted and discussed with the community. Specific topics will cover visual, circulation, and land use impacts.

Budget Impact

There is no impact on budget.

Prepared By:	Marian Lee	Director, Diridon Station Project	3/13/2025
	Liz Scanlon	Planning Manager	3/13/2025
	Baltazar Lopez	Government Affairs Officer	3/13/2025

Memorandum

TO: Diridon Station Steering Committee

FROM: Marian Lee, Caltrain Diridon Director

DATE: March 13, 2025

SUBJECT: Diridon Station Design Alternatives Constructability Analysis and Community Engagement

FOR INFORMATION ONLY

INTRODUCTION:

The purpose of this informational report and accompanying presentation is to share progress on the Diridon Station Business Case since the previous update at the December Diridon Station Joint Policy Advisory Board (JPAB) meeting. At the December meeting¹, a presentation was made on the outcomes resulting from community engagement on two station design alternatives. Since that time, constructability analysis on both alternatives has been completed. The analysis has resulted in significant findings which need to be shared and which are the subject of this staff report.

DISCUSSION:

Background

The Diridon Partners are working together to plan for the transformation of San José's downtown transit hub (Diridon station). It currently serves Caltrain, Capitol Corridor, Altamont Corridor Express (ACE), and Amtrak passenger rail, as well as VTA light rail (LRT) and bus services. Diridon station must also accommodate increased services as well as future services, including new California High Speed Rail (HSR), Bay Area Rapid Transit (BART), and San José Airport Connector service. To effectively accommodate planned and future services, Diridon station must be reconfigured, expanded, and upgraded to provide adequate capacity, functionality, and interconnectivity for passengers.

In 2020, the Diridon Integrated Station Concept (DISC) process produced a vision for redeveloping Diridon station. Based on the vision, station design alternatives were developed with the goal of reducing impacts and costs while continuing to prioritize customer experience. To date, two alternatives have been discussed with the community at large.

The two alternatives are the At-Grade Alternative and the Elevated Alternative. The At-Grade Alternative rebuilds the station with the tracks and platforms at approximately street level, which is where they are today. The Elevated Alternative rebuilds the station with the tracks above street

¹ To view the recorded video or meeting agenda materials, follow this link https://santaclaravta.iqm2.com/Citizens/Detail_Meeting.aspx?ID=4463

level. For both alternatives, the main concourse level is located just below the rail tracks and platforms. Access to LRT and the future BART tunnel is below the concourse level.

Two Refined Alternatives – Constructability Analysis

Since the December JPAB meeting, design refinements have been made and constructability analysis completed.

Key constructability parameters include the following:

- Try to maintain rail service during construction, with an understanding that construction activities may periodically disrupt train service.
- Stay within the project boundary that was defined during the visioning process in 2020 and the existing Caltrain rail corridor as much as possible.
- Provide a safe environment for both construction workers and rail service operators, including necessary buffer spaces.

The general construction approach is as follows:

- First, complete all construction enabling works (activities that do not touch the rail tracks/platforms at the station).
- Build the rail tracks and platforms in three major stages from the west to the east.
 - Stage 1, take the western-most tracks out of service and rebuild while trains operate on the middle and eastern tracks/platforms.
 - Stage 2, take the eastern-most tracks out of service and rebuild while trains operate on the middle and new west tracks/platforms.
 - Stage 3, take the middle tracks out of service and rebuild while trains operate on the new western and eastern tracks/platforms.

Constructability key findings are as follows:

Considerations	At-Grade Alternative	Elevated Alternative
Construction Period & Rail Service Impacts	7-10 years	10-12 years
Cost (\$2023)	\$3B-\$6B	\$5B-\$10B
Existing Rail Corridor	Modest encroachments outside existing corridor	Significant encroachments outside existing corridor
Caltrain Maintenance Facility	Maintains access	FATAL FLAW Lose access

- Construction Period and Rail Service Impacts and Cost: The At-Grade Alternative is estimated to take 7-10 years at an approximate cost of \$3B to \$6B and the Elevated Alternative is estimated to take 10-12 years at an approximate cost of \$5B to \$10B. All estimates are based on approximately 5% design. The complexity and greater project limits of the Elevated Alternative as well as additional concrete and steel materials contribute to the time period and cost differences. For both alternatives, rail service will be impacted ranging from modified schedules to closures for select periods of time.

- Existing Rail Corridor: Unlike the At-Grade Alternative, the Elevated Alternative construction boundary significantly encroaches outside of the existing rail corridor. Additional space is needed to safely build an above ground viaduct while maintaining operations on existing tracks at approximately street level.
- Caltrain Central Equipment Maintenance and Operations Facility (CEMOF): A fatal flaw was identified with the Elevated Alternative. The southern access tracks into Caltrain's maintenance facility will get disconnected for the entire duration of construction. The disconnect results from not having enough distance between the newly built elevated tracks/platform and CEMOF to descend. The tracks into/out of CEMOF are not impacted with construction of the At-Grade Alternative.

Other findings include the following:

- Historic Depot: Both alternatives preserve the main Historic Depot building and facade of the Annex.
- PG&E Substation: The Elevated Alternative significantly encroaches into PG&E property requiring relocation of the substation facility on site. The At-Grade Alternative does not encroach into the PG&E facility.
- Rail Crossings: Under the Elevated Alternative, construction impacts will occur for the full length of the elevated track and at the rail crossings from approximately West Virginia Street in the south to about Taylor Street in the north. Existing grade separations will be improved and additional impacts will be realized related to rebuilding the San Carlos auto bridge and accommodating a road closure at W. Virginia.

The At-Grade Alternative generally conforms to the existing/HSR-planned tracks south of the San Carlos bridge and north of CEMOF. While the San Carlos bridge is not impacted, there is a need to replace it. Additionally, given the future projected train traffic, there is a desire to grade separate Auzerais Avenue beneath the rail tracks and close W. Virginia Street to vehicular traffic. Both changes will have land use and road circulation impacts that will need to be addressed.

Community Engagement

In March and April, additional outreach is planned. Time will be spent to educate the public about the constructability analysis key findings and obtain further input on the At-Grade Alternative. There will be particular discussions regarding access, connectivity, and design treatments in the neighborhoods near W. Virginia and Auzerais.

Following the Steering Committee meeting on March 13th, there will be a community meeting from 6 P.M. – 7:30 P.M. at the Gardner Community Center. Public engagement will continue through multiple methods, including additional public, neighborhood, and stakeholder meetings.

NEXT STEPS:

The project team will return to the Steering Committee in May with a recommended alternative. Between now and then, further studies related to grade crossings will be conducted and discussed with the community. Specific topics will cover visual, circulation, and land use impacts.

Memorandum

TO: Diridon Station Steering Committee

FROM: Marian Lee, Caltrain Diridon Director
Michael Tree, VTA Diridon Director

DATE: March 13, 2025

SUBJECT: Diridon Station Three-Year Scope, Budget, and Funding Update

FOR INFORMATION ONLY

INTRODUCTION:

The Diridon Partners (Peninsula Corridor Joint Powers Board (Caltrain), Santa Clara Valley Transportation Authority (VTA), the City of San José, Metropolitan Transportation Commission (MTC), and California High Speed Rail Authority (CHSRA)) plan to complete the pre-environmental phase of the project and identify a recommended station design alternative by summer 2025.

To prepare for the subsequent phase of project development and eventual delivery, work scopes and budgets for National Environmental Policy Act (NEPA)/California Environmental Quality Act (CEQA) environmental review, long-term governance, and funding and advocacy strategies have been developed. A draft funding plan has also been prepared to support the proposed budgets which include recruiting and hiring the Program Director, a priority identified last year by the Diridon Station Joint Policy Advisory Committee.

Today's presentation will focus on work in progress materials. Final plans and budgets will be presented at the May Steering Committee meeting for approval.

DISCUSSION:

Background

The Diridon Partners are working together to plan for the transformation of San José's downtown transit hub (Diridon station). It currently serves Caltrain, Capitol Corridor, Altamont Corridor Express (ACE), and Amtrak passenger rail, as well as VTA light rail (LRT) and bus services. Diridon station must also accommodate increased services as well as future services, including new CHSRA, Bay Area Rapid Transit (BART), and San José Airport Connector. To effectively accommodate planned and future services, Diridon station must be reconfigured, expanded, and upgraded to provide adequate capacity, functionality, and interconnectivity for passengers.

Three-Year Work Scopes

National and State Environmental Review

Caltrain is leading this effort. As owner of Diridon station, Caltrain will be the local lead agency. The federal lead agency is to be determined. Given that Diridon station benefits both intercity and commuter rail, and funding is needed from both Federal Railroad Administration (FRA) and Federal Transit Administration (FTA), federal agency selection is not obvious at this time. Discussions will be held with federal agencies to make a determination.

The environmental scope of work includes the preparation of the following:

- Alternatives Analysis
- Project Description
- Public Meetings and Input
- Engineering and Design Services to Support Environmental Analysis
- Methodologies/Technical Studies/Reports
- Administrative Drafts and Drafts
- Final and Response to Comments

The detailed Environmental Clearance Scope of Work is attached for reference. See **Attachment A**. This scope is the subject of an active procurement for an environmental consultant team at this time. Proposals are due on March 26, 2025. The environmental process is anticipated to start this summer and take up to three years to complete. Contract issuance and notice to proceed is subject to budget and funding approvals.

Long-Term Governance and Funding Strategy

VTA is leading this effort and continuing to advance setting up a long-term governance entity to ultimately deliver the project and prepare funding and advocacy strategies.

The long-term governance scope of work includes:

- Identifying issues requiring future deliberation and decision-making
- Drafting and initiating partner agreements and term sheets
- Identifying legislative partners and drafting enabling legislation
- Developing an initial operating plan for a new delivery authority (e.g., bylaws, procedures, and policies)

The funding and advocacy plan for capital and operations and maintenance needs will include local, state, and federal funding and non-traditional sources. Capital funding sources under consideration include County Property Tax reallocation (EIFD); Renewal State Cap and Trade; New regional measure; FRA State-Federal Partnership; FTA TBD; and Financing/Loans (TIFIA, RRIF).

Three-Year Budget and Proposed Funding

The Diridon Partners have developed a detailed three-year program budget that includes the following:

- Environmental Review
- Long-Term Governance and Funding and Advocacy
- Diridon Program Director and Program Staff

- Program Management and Project Controls
- 10% Contingency

The total budget needed for the next three years is \$59.4M. The specific breakdown of the total budget will be shared at the May Steering Committee meeting so as to not adversely influence the environmental review proposals due on March 26, 2025.

The draft funding plan for the next three years is as follows:

Funding Source	Estimated Amount	Source Jurisdiction
VTA Measure B (Caltrain)	\$ 6M	Local
City of San Jose	\$.5M	Local
MTC Regional Measure RM3	\$ 20.4M	Regional
Designated Federal Request*	\$ 1.5M	Federal
FRA Corridor ID*	\$ 31M	Federal
TOTAL	\$ 59.4M	

Federal funding is high risk at this time and if such funding commitments do not materialize, additional RM3 funding may be needed to fill the funding gap or work scopes may need to be phased to reduce immediate need. This scenario will be analyzed before the next Steering Committee meeting and a final budget and funding plan will be presented for approval.

Program Director

The hiring of a Program Director is a priority. Currently, the project is being managed by staff and consultants from five agencies. While partnership and consensus building efforts are strong, the reporting and accountability structure is not, resulting in inefficiencies that cannot be sustained. As directed previously by the Diridon Station Joint Policy Advisory Committee, the Program Director will report directly to the Steering Committee for policy direction. Caltrain will hire the Program Director. The job will be posted and recruitment started after budget and funding approvals.

The Program Director will be responsible for:

- Leading the program team and being the “face” of the program
- Managing Partner Agency staff and consultants
- Establishing the program workplan, schedule, and budget
- Completing environmental clearance
- Setting up the program long-term governance entity and executing agreements with the Diridon Partners
- Transitioning the planning interim organization to the new delivery entity
- Developing and implementing funding and advocacy plans

The timeline for recruitment is summer 2025 for the job posting and fall/winter 2025 for screening, interviews, and selection.



DIRIDON STATION REDEVELOPMENT PROJECT QUARTER 4 2024 PROGRESS REPORT

October – December 2024

*Prepared by: Caltrain, City of San Jose, California High Speed Rail Authority (CHSRA),
Santa Clara Valley Transportation Authority (VTA) and Metropolitan Transportation
Commission (MTC)*

Date: March 13, 2025

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SECTION I: INTRODUCTION

The purpose of quarterly Progress Reports is to document and share information with the Diridon Steering Committee and the public about project progress and use of project funds. Quarterly reporting ensures transparency, accountability, and effective communication. This is the second progress report prepared for the project and will continue quarterly.

This report covers October to December (Quarter 4) 2024 of the Business Case Phase II (Pre-Environmental Phase) of the project. The scope of this phase of work includes:

- Advancing two station design alternatives from 5% to 10% design
- Conducting Business Case technical analysis
- Selecting one design for further advancement
- Community engagement
- Developing an environmental strategy and procuring a consultant team for the next phase of the project - NEPA and CEQA Environmental Review
- Developing and advancing a long-term governance organization for project delivery
- Developing and implementing a funding and advocacy plan

The scope of work is being led by the Agency Partners as follows:

- Caltrain for program management, station design, Business Case analysis, and environmental strategy
- City of San José for community engagement
- VTA for long-term governance, and funding and advocacy plan

The total budget for this phase of work is \$7.8M. The following table shows the budget by responsible Partner Agency.

Diridon Business Case Phase II Total Budget			
Work Scope	Responsible Agency	Budget	Funding Source
Program Management Station Design Business Case Analysis Environmental Strategy	Caltrain	\$6,300,000	Measure B Regional Measure 3
Community Engagement	City of San José	\$500,000	City General Funds
Long-term Governance Funding and Advocacy Plan	VTA	\$1,000,000	Regional Measure 3
TOTAL		\$7,800,000	

SECTION 2: QUARTER 4 PROGRESS

The following work was completed in Quarter 4 2024.

Program Management

- The Cooperative Agreement was finalized for approval. The Cooperative Agreement includes evolving the advisory JPAB into a voting Steering Committee and granting the Steering Committee decision-making authority over critical project matters. It also provides clarity on Partner Agency roles and responsibilities.
- Begun preparing 3-year budget for the next phase of design: Environmental Review.

Station Design/Business Case Analysis/Environmental Strategy

- The At-Grade and Elevated Alternatives were advanced for further consideration and discussed with the community.
- Design refinements and constructability analysis were advanced. Construction staging for both alternatives was completed, which included outlining rail operations parameters. Extensive engineering workshops with experts in heavy rail were conducted.
- Advanced Business Case analysis, which includes qualitative and quantitative evaluation of project criteria and comparative analysis.
- Initiated parking study and access plan
- Technical support was provided for community engagement efforts.
- Developed scope of work and other elements of procurement documentation for the environmental review Request for Proposals (RFP).

Community Engagement

- Continued stakeholder briefings and working group meetings (Delmas, Alameda, and Gardner Neighborhood Meetings and various pop-ups).
- Completed Future of Diridon Station online Public Open House and exhibits at the VTA Downtown Customer Service Center and Diridon Station.
- Conducted neighborhood walking tour near grade crossings.
- Assessed and summarized public input.

Long-Term Governance / Funding and Advocacy Plan

- Hired a dedicated staff to the project to lead the long-term governance and funding and advocacy plan efforts
- Started developing a work plan related to advancing a Delivery Authority
- Initiated discussions related to enabling legislation language to set up a Delivery Authority and agreements that will be needed with the agency partners.
- Continued assessing federal grant opportunities, particularly the potential for FRA's Corridor ID program in partnership with the Capitol Corridor Joint Powers Board (CCJPA).

SECTION 3: QUARTER 1 2025 LOOK AHEAD

The following are targeted work tasks for the next quarter.

Program Management

- Complete Cooperative Agreement agency approvals and execute
- Effectuate Steering Committee
- Begin drafting position description for Diridon Project Director and define hiring process
- Develop budget for the next phase of project: environmental review

Station Design/Business Case Analysis/Environmental Strategy

- Complete constructability analysis initial findings
- Prepared business case analysis initial findings
- Continue parking and access plan
- Support community engagement meetings
- Release RFP for environmental support services

Community Engagement

- Continue to conduct additional stakeholder briefings
- Develop strategy for next round of formal public engagement

Long-Term Governance / Funding and Advocacy Plan

- Develop funding plan for the next phase of project: environmental review
- Develop next phase work plan for the Delivery Authority
- Pursue FRA Corridor ID program funding for environmental phase of the project
- Continued development of Funding / Advocacy Plan

SECTION 4: KEY CHALLENGES

The following are key challenge areas for the project:

- Identifying non-local funding sources for the next phase of work. Given the results of the election at the federal level, funding opportunities for transit projects are expected to be limited. Identifying funding at the state and local levels will be critical for advancing the project.
- Ability to hire a Program Director and issue the environmental contract, critical tasks for the next phase of the project, are subject to securing funding for the next 3 years.
- Meeting project milestones continues to be difficult with a compromised project organization and accountability structure. Progress on hiring the Project Director and forming the Delivery Authority is critical.
- Having potential land use impact discussions with neighborhoods in the early conceptual design phase knowing designs will evolve as engineering advances continues to be a sensitive matter.

SECTION 5: BUDGET

The following tables show the estimated budget for FY24 - 25 and expenses processed to date. It also shows the percentage of work completed, and percentage of budget expended. There may be discrepancy between amount expended and percentage of work completed due to varying invoice processing procedures by each agency.

Information is provided by each agency responsible for consultant contract/work directive issued to date.

Caltrain

Contracts / Work Task	Funding	Contract	Expended Q4	Expended Total	Remaining Budget
Lighthouse Public Affairs (Program Management)	\$430,000	\$453,572	\$94,387	\$227,569	\$226,003
Mott MacDonald (Design, Business Case)	\$4,800,000	\$4,743,593	\$2,082,347	\$2,605,760	\$2,137,833
Environmental Strategy*	\$200,000	\$200,000	\$58,945	\$58,945	\$141,055
Third Party Review	\$260,000	TBD	\$0.00	\$0.00	\$260,000
Caltrain Administrative Overhead	\$40,000	\$40,000	\$18,085	\$18,085	\$21,915
Contingency/Other	\$570,000	TBD	\$0.00	\$0.00	\$570,000
Total	\$6,300,000	\$5,237,165	\$2,253,763	\$2,910,358	\$3,356,807

Consultant WD Progress Tracking				
Consultant	Q4 % contract expended	Q4 % work complete	Total % contract expended	Total % work complete
Lighthouse Public Affairs (Program Management)	22%	22%	53%	53%
Mott MacDonald (Design, Business Case)	43%	50%	54%	50%

City of San Jose

Contracts / Work Task	Funding	Contract	Expended Q4	Expended Total	Remaining Budget
Kimley-Horn (Public Engagement)	\$134,750	\$134,750	\$45,815	\$120,487	\$14,263
Winter (Public Engagement)	\$296,000	\$296,000	\$80,239	\$197,183	\$98,817
Contingency/Other	\$69,250	TBD	\$0.00	\$0.00	\$69,250
Total	\$500,000	\$430,750	\$126,054	\$317,670	\$182,330

Consultant WD Progress Tracking				
Consultant	Q4 % contract expended	Q4 % work complete	Total % contract expended	Total % work complete
Kimley-Horn (Public Engagement)	89%	Tracking with Expenditures	89%	Tracking with Expenditures
Winter (Public Engagement)	67%	Tracking with Expenditures	67%	Tracking with Expenditures

VTA

Contracts / Work Task	Funding	Contract	Expended Q4	Expended Total	Remaining Budget
Kim Walesh (Governance)	\$105,000	\$105,000	\$105,000	\$105,000	\$0
HR&A (Governance and Funding)	\$275,390	\$275,390	\$62,544	\$80,510	\$194,880
Contracts to be Issued	\$619,610	TBD	\$0	\$0	\$619,610
Total	\$1,000,000	\$380,390	\$167,544	\$185,510	\$814,490

Consultant WD Progress Tracking				
Consultant	Q4 % contract expended	Q4 % work complete	Total % contract expended	Total % work complete
Kim Walesh (Governance)	100%	100%	100%	100%
HR&A (Governance and Funding)	22%	22%	29%	29%

APPENDIX A: ABOUT THE PROJECT

Diridon Station, a key transit hub at the western edge of Downtown San José, will be expanded and redesigned to address the region's future transit needs. A collaboration among five public agencies – Caltrain, City of San José, California High-Speed Rail Authority (CHSRA), Santa Clara Valley Transportation Authority (VTA), and Metropolitan Transportation Commission (MTC) (Partner Agencies) – is underway to develop a comprehensive plan for the station.



Transforming Diridon Station is a once in a generation opportunity to increase the station's capacity, ensure a seamless experience for station users, and improve mobility in the region. It is also a major opportunity to help revitalize the Diridon neighborhood, create a vibrant community hub, and improve transportation connections with downtown and surrounding areas.

The Station will anchor a new mixed-use transit-oriented community, with 12,900 new homes and 14.7 million square feet of new office and active commercial use. This includes Google's Downtown West project, with 7.3 million square feet of office, 4,000 new homes, 16 acres of publicly accessible open space, and five miles of rebuilt, complete streets providing extraordinary access to the Station.

The current station provides Caltrain, ACE, Capital Corridor and Amtrak rail services. The future station will not only support increased service levels from existing providers, but it will also support high-speed rail, a San José airport connector, the BART Silicon Valley extension, and extended services to Salinas.

The future expanded station will support more transit connections than anywhere else in California, with a projected increase from roughly 16,000 daily trips to more than 100,000. The goal is to develop a world-class center of transit and public life that provides smooth connections between modes and integration with the surrounding neighborhoods.