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AGENDA

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

July 24, 2024, 3:30 pm

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Ave., San Carlos, CA
and

City of Mountain View Council Chambers
500 Castro St., 2nd Fl., Mountain View, CA 94041

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

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

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

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.

July 24, 2024 - Wednesday

3:30 pm

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

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

1. Call to Order / Pledge of Allegiance
2. Roll Call
3. Public Comment on Items Not on the Agenda
Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff to reply.
4. Meeting Minutes of May 29, 2024 Motion
5. State and Federal Legislative Update and Approval of Legislative Proposal:
Support SB 925 (Wiener) Motion
6. Receive Update on Diridon Station Business Case Informational
7. Committee Member Requests
8. Date/Time of Next Regular AMP Committee Meeting: Wednesday, August 28, 2024 at 3:30 pm.
The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.
9. Adjourn

Information for the Public

All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board. If you have questions on the agenda, please contact the JPB Secretary at 650.508.6242. Agendas are available on the Caltrain website at www.caltrain.com. 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 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 Committee
1250 San Carlos Avenue, San Carlos, CA 94070**

DRAFT Minutes of May 29, 2024

Members Present: Jeff Gee, Steve Heminger (Chair)

Members Absent: Margaret Abe-Koga

Staff Present: J. Baker, M. Bouchard, C. Fromson, J. Harrison, M. Lee, M. Louie, D. Ryan, D. Seamans, M. Tseng

1. Call to Order/Pledge of Allegiance

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

2. Roll Call

District Secretary Dora Seamans called the roll and confirmed a Committee quorum was present.

3. Public Comment on Items not on the Agenda - There were none.

4. Meeting Minutes of March 27, 2028

Motion/Second: Gee/Heminger

Ayes: Gee, Heminger

Noes: None

Absent: Abe-Koga

5. Approve Title VI Analysis for September 2024 JPB Electrification Service Changes

Michelle Louie, Title VI and Social Equity Administrator, provided the presentation that included the following:

- Title VI service equity analysis required when conducting a major service change to see how it would impact minority and low-income populations; reviewed Title VI policies
- Two 10 percent thresholds set at any negative service change impacting non-minority populations (disparate impact) or low-income populations (disproportionate burden)
- Any positive benefits on non-protected populations may not exceed 10 percent
- Electrified service provides benefits to riders in all ways, such as increase in train service of up to 26 percent at equity priority stations and time savings up to 25 minutes subject to change with testing of the new electric trains

- New digital trip information boards at stations that can display additional, multiple languages to serve limited English proficient populations
- Public engagement and feedback was top priority in developing schedule

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

- Need to acknowledge the positive things occurring, such as adding service, greater frequency, and serving more communities
- Clarified that the 10 percent threshold is standard and it was set in 2013 by the FTA (Federal Transit Administration), and it is not too high
- Suggested checking with other agencies to determine whether future policy change is needed and sharing that peer review information for the Board

Public comment

Chris Blakowski inquired whether surveys had any information relating to impacts to riders on first and last mile that would be useful to partnering agencies.

Motion/Second: Gee/Heminger

Ayes: Gee, Heminger

Noes: None

Absent: Abe-Koga

6. Authorize Execution of Funding Agreements with VTA for Use of Measure B and Regional Measure 3 Funds for Phase 2 of the Diridon Station Business Case**

Marian Lee, Diridon Station Director, provided the presentation that included the following:

- Involves five agency partners: Caltrain, VTA (Santa Clara County Valley Transportation Authority), City of San Jose, High-Speed Rail (California High-Speed Rail Authority), and MTC (Metropolitan Transportation Commission)
- Get station design to about 10 percent and then be ready to get into environmental review
- Ultimate goal to get environmentally cleared through a three-year process between 2025 and 2028

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

- Clarified that Measure B funds come from VTA sales tax
- Confirmed coordination with other approval agencies and the other agencies are on board with Phase II funding estimates

Motion/Second: Gee/Heminger

Ayes: Gee, Heminger

Noes: None

Absent: Abe-Koga

Chair Heminger called items 7 and 8 to be heard together, but voted upon separately.

7. Award of Contract for Federal Legislative Advocacy Services*

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

- All submittals were responsive to the RFP (Request for Proposal)
- Single proposal received from each of the incumbent contracts

Motion/Second: Gee/Heminger

Ayes: Gee, Heminger

Noes: None

Absent: Abe-Koga

8. Award of Contract for State Legislative Advocacy Services*

- SYASL (Shaw Yoder Antwih Schmeizer & Lange, Inc) is the current provider for State Legislative Services

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

- Important to have own advocates in Washington and Sacramento
- Relation between SamTrans and Caltrain contracts with the same firms and having provisions if conflicts occur
- Each agency has its own iterations of state and federal lobbyists
- Determination in how advocates did a good job with getting bills passed or maneuvering tricky legislations

Motion/Second: Gee/Heminger

Ayes: Gee, Heminger

Noes: None

Absent: Abe-Koga

9. Receive State and Federal Legislative Update

Casey Fromson, Chief of Staff, introduced Jason Baker, Director of Government and Community Affairs

Ms. Fromson, Mr. Baker, and Devon Ryan, Government Affairs Officer, provided the presentation that included the following:

- Visited Washington, DC (District of Columbia) with Executive Director Michelle Bouchard and spoke to the Federal Transit Administration senior leadership, FRA (Federal Railroad Administration) administrator, legislative delegation, and White House staff
- May revisions released with State budget maintaining the \$5.1 billion transit package that includes funds that MTC is allocating to address transit operating needs

- Caltrain has been allocated \$425 million in fiscal year (FY) 2026. Requested for the first tranche of the transit package funds to be unfrozen and sent as soon as possible for MTC distribution
- May revisions also cut \$114 million for three grade separation projects (Burlingame, Mountain View, and Palo Alto). Advocating with VTA, the TA (Transit Authority), and the cities for funds to be restored
- SB1031 with some amendments making its way through the Assembly

10. Committee Member Requests – There were none.

11. Date/Time of Next Regular AMP Committee Meeting: Wednesday, July 24, 2024 at 3:30 pm.

12. Adjourn – The meeting adjourned at 4:27 pm

DRAFT

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Advocacy and Major Projects (AMP) Committee
Through: Michelle Bouchard, Executive Director
From: Casey Fromson, Chief of Staff
Subject: **State and Federal Legislative Update and Approval of Legislative Proposal:
Support SB 925 (Wiener)**

Finance Committee
Recommendation

Technology, Operations, Planning,
and Safety Committee
Recommendation

Advocacy and Major Projects
Committee Recommendation

Purpose and Recommended Action

The 2024 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

Staff proposes the Committee recommend the Board:

1. Receive the attached State and Federal Legislative Updates
2. Approve Legislative Proposal:
 - a. Support SB 925 (Wiener)

Discussion

SB 925 (Wiener), City and County of San Francisco Merchandising Sales, would authorize the City and County of San Francisco to adopt an ordinance prohibiting the sale of specified merchandise on public property without a permit, if the ordinance includes specified written findings, including that there has been a significant pattern of merchandise being the subject of retail theft and then appearing for sale on public property. The bill would also authorize the ordinance to provide that selling merchandise without a permit is punishable as an infraction, and that subsequent violations after two prior convictions is an infraction or a misdemeanor punishable by imprisonment in the county jail not exceeding 6 months. Staff is recommending the Committee take a support position on this bill.

Budget Impact

None.

Prepared By:	Devon Ryan	Government & Community Affairs	650.730.6172
		Officer	
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		Specialist	



July 12, 2024

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

FM: Matt Robinson, Michael Pimentel, and Alchemy Graham, Shaw Yoder Antwih Schmelzer & Lange

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

General Update

July 3 marked the last day for policy committees to hear bills in the final year of the 2023-24 Legislative Session. Upon adjournment of session on July 3, the Legislature entered its Summer Recess. This break in the legislative session will afford legislators with the opportunity to return to their districts for regional and local events and to participate in domestic and international study missions on issues of importance to Californians. During this break, no bill hearings or floor votes will be held. The Legislature will reconvene from Summer Recess on August 5.

Upon the Legislature's return to the Capitol, hearings in the Legislature's fiscal committees will resume; these committees will have until August 16 to hear and report bills to the floors of each house. After the fiscal deadline and two weeks of Floor session, the Legislature will break for its Final Recess of the 2023-24 Legislative Session on August 31. For more information about key legislative and budget deadlines, see the adopted 2024 Legislative Calendar available [here](#).

State Budget and Spending Freeze Update

On June 29, Governor Newsom signed [SB 108 \(Wiener\) \[Chapter 35, Statutes of 2024\]](#), the Budget Bill Jr. of 2024, and a series of trailer bills to implement policy provisions related to the budget. SB 108 amends [AB 107 \(Gabriel\) \[Chapter 22, Statutes of 2024\]](#), the earlier budget bill sent to the Governor by the Legislature on June 13 and signed on June 26, to reflect final negotiations and agreement between Governor Newsom and the Legislature. Additionally, on July 2, the Governor signed [AB 173 \(Gabriel\) \[Chapter 53, Statutes of 2024\]](#), the transportation trailer bill, which includes language prioritizing funding for previously awarded grade separations projects as well as language establishing new reporting requirements for agencies to be eligible for SB 125 funds in future budget years, and language authorizing additional opportunities for CalSTA to update the SB 125 guidelines.

Together, these bills represent the Budget Act of 2024. The Budget Act of 2024 contains \$46.8 billion in budget solutions to close the deficit gap through Fiscal Year 2025-26 and makes minor technical changes to the accountability language in [SB 125 \(Skinner\) \[Chapter 54, Statutes of 2023\]](#).

Relative to investments in transportation, the Budget Act of 2024:

- **Maintains the \$4 billion for the formula-based Transit and Intercity Rail Capital Program (TIRCP) approved in the Budget Act of 2023**, but updates the appropriation timeline as follows:
 - **\$2 billion** is appropriated in FY 2023-24;
 - **\$1 billion** is appropriated in FY 2024-25; and

- **\$1 billion** is approved for appropriation in FY 2025-26.

In doing so, the Budget Act of 2024 extends the appropriation timeline for this funding relative to the Budget Act of 2023. The Budget Act of 2023 would have provided \$4 billion for the formula-based TIRCP as follows: \$2 billion in FY 2023-24 and \$2 billion in FY 2024-25.

- **Maintains the \$1.1 billion for the formula-based Zero-Emission Transit Capital Program approved in the Budget Act of 2023**, but updates the appropriation timeline as follows:
 - **\$190 million** is appropriated in FY 2023-24;
 - **\$220 million** is appropriated in FY 2024-25;
 - **\$230 million** is approved for appropriation in FY 2026-27; and
 - **\$460 million** is approved for appropriation in FY 2027-28.

In doing so, the Budget Act of 2024 extends the appropriation timeline for this funding relative to the Budget Act of 2023. The Budget Act of 2023 would have provided \$1.1 billion for the formula-based ZETCP as follows: \$410 million in FY 2023-24; \$230 million in FY 2024-25; \$230 million in FY 2025-26; and \$230 million in FY 2026-27.

- **Maintains \$148 million in TIRCP Cycle 6 funding for Southern California and the LOSSAN Corridor and maintains all funding commitments to TIRCP Cycle 6 projects as approved in the Budget Act of 2022.**

In doing so, the Budget Act of 2024 rejects the May Revise's proposed \$148 million cut to the program, consistent with the Joint Budget Agreement.

- **Provides \$211 million for the State-Supported Intercity Passenger Rail Agencies**, as follows:
 - **\$66 million** is appropriated in FY 2024-25;
 - **\$72 million** is approved for appropriation in FY 2026-27; and
 - **\$73 million** is approved for appropriation in FY 2027-28.

In doing so, the Budget Act of 2024 accepts the May Revise's proposed \$211 million investment in the program, consistent with the Joint Budget Agreement.

- **Provides \$6.9 million for the California Integrated Mobility Program and the Development of the Data & Digital Services Division at the California Department of Transportation.**

In doing so, the Budget Act of 2024 modifies the May Revise's proposed \$26.3 million investment in the program, consistent with the Joint Budget Agreement.

- **Cuts \$200 million from the Safety Grade Separations Program, maintaining \$150 million to the Program**, as follows:
 - **\$75 million** is approved for appropriation from the General Fund in FY 2025-26; and
 - **\$75 million** is approved for appropriation from the State Highway Account in FY 2026-27.

In doing so, the Budget Act of 2024 modifies the Joint Budget Agreement's and May Revise's proposed \$350 million cut to program. The funding identified above will be reflected in next year's budget. Transportation trailer bill language directs CalSTA to prioritize previously awarded projects from existing transportation funding programs (see details below).

- **Restores \$200 million from the General Fund for the Active Transportation Program, with the remaining \$400 million subject to appropriation,** and updates the appropriation timeline as follows:
 - **\$100 million** is appropriated from the General Fund in FY 2024-25;
 - **\$100 million** is approved for appropriation from the General Fund in FY 2025-26; and
 - **\$400 million** is approved for appropriation from the General Fund in outyears.

In doing so, the Budget Act of 2024 modifies the Joint Budget Agreement’s proposal to maintain \$600 million from the State Highway Account for the Active Transportation Program, and rejects the May Revise’s proposal to cut \$600 million from the program. The Budget Act of 2024 maintains the investment in the General Fund and updates the appropriation timeline. Despite the placeholder trailer bill language on increased reporting and cost effectiveness proposed in the Joint Budget Agreement, the Budget Act of 2024 does not include trailer bill language for the Active Transportation Program.

- **Restores \$260 million to the Regional Early Action Program (REAP) 2.0, cuts \$40 million from the Program, and adds grant reappropriation trailer bill language.** This cut updates the funding allocation as follows:
 - **\$480 million** is allocated on a formula basis to Metropolitan Planning Organizations (MPOs);
 - **\$30 million** is allocated on a competitive basis to jurisdictions that are not part of an MPO and tribes;
 - **\$30 million** is allocated on a competitive basis to higher impact transformative projects; and
 - **\$20 million** is allocated for program administration.

In doing so, the Budget Act of 2024 modifies the Joint Budget Agreement’s proposal to restore \$250 million and cut \$50 million from the program, and also rejects the May Revise’s proposal to cut \$300 million from the program. The Budget Act of 2024 also adopts the May Revise’s proposal to include trailer bill language that extends the grant encumbrance period and clarifies unexpended fund uses (see details below).

Relative to the policy provisions impacting public transportation, the transportation trailer bill:

- Prioritizes grade separations projects that were previously awarded funding under TIRCP Cycle 6 but had funding reverted under the Budget Act of 2024 and are either at risk of losing local and federal matches or are at risk of project schedule delays, or both.
- Updates accountability requirements for AB 102 / SB 125 transit funding. Specifically, this trailer bill language:
 - Requires regional transportation planning agencies to submit additional updated regional short-term financial plans and/or transit operator data to maintain eligibility for SB 125 funds through FY 2027-28.
- Modifies the REAP 2.0 grant encumbrance period and clarifies how the Department of Housing and Community Development may utilize unencumbered funds. Specifically, this trailer bill language:
 - Extends the grant encumbrance period from June 30, 2024 to June 30, 2026; and
 - Adds language stating that an eligible entity may expect the Department of Housing and Community Development to make available to other eligible entities any funds that have not been expended by the June 30, 2026 deadline.

- Appropriates \$100 million from the General Fund to the Department of Transportation to support the Active Transportation Program, and establishes fund allocation and encumbrance deadlines of June 30, 2027 and June 30, 2030, respectively.

With the Budget Act of 2024 in place, and funding for the formula-based TIRCP and ZETCP affirmed in it, on July 8, Governor Newsom announced the lifting of the temporary state spending freeze, implemented on April 29, that we first reported on in our report, dated May 8. As you will recall, this spending freeze had paused the release of the first tranche of formula-based TIRCP and ZETCP funding approved in the Budget Act of 2024. This funding totaled \$2.4 billion and was scheduled to be released no later than April 30.

As of the drafting of this report, the California State Transportation Agency has processed \$1.9 billion of this \$2.4 billion total, including \$534.75 million for the Metropolitan Transportation Commission. The remaining portion of this funding is expected to be released to regional entities statewide no later than August 31, 2024.

Taxpayer Protection and Government Accountability Act Update

On June 20, the California Supreme Court issued its decision in *Legislature v. Weber*, removing the California Business Roundtable-sponsored “Taxpayer Protection and Government Accountability Act” from the November 2024 ballot.

The measure, had it remained on the ballot and been approved by voters in November, would have revised the California Constitution to restrict the ability of the state, local governments, and the electorate to approve or collect taxes, fees, and other revenues and harm the ability for local governments, including transit agencies, to deliver vital public services.

Specifically, this measure would have:

- Required voter approval of all future state taxes, including those passed by a super-majority in the Legislature.
- Required proposed tax increases to be placed before voters only during a regularly scheduled election unless a legislative body unanimously agrees to hold a special emergency election.
- Eliminated the ability of local governments to include advisory questions on the same ballot as general tax measures.
- Disallowed the consideration of any charter amendment by voters which provides for the imposition, extension, or increase of a tax.
- Required special taxes proposed by citizens’ initiative to receive approval by two-thirds of voters.
- Redefined many existing administrative fees as taxes, thus requiring voter approval on future fees.
- Imposed a new standard on fees, limiting them to only the “minimum among necessary,” to provide a service.

The measure would have applied its new requirements and standards retroactively to January 1, 2022, impacting – and possibly, invalidating – recently-enacted state and local taxes and fees.

The California Supreme Court’s justification for removing the measure from the ballot relied on the Court’s determination that the measure would have substantially revised the California Constitution, including the basic governmental framework set forth in the document, an action only permissible under the California Constitution via Constitutional Convention and ratification by voters or through

submission to voters from a supermajority of the Legislature; and, would not have simply amended the California Constitution, an action permissible under the California Constitution via the initiative process.

Status of Constitutional Measures Update on November Ballot – ACA 1, ACA 10, and ACA 13

If passed by the voters on the November 2024 ballot, [ACA 1 \(Aguiar-Curry\) \[Chapter 173, Statutes of 2023\]](#) would have lowered the voter-threshold from two-thirds to 55 percent for local revenue measures, including special taxes, property-related fees, and bonds, to fund housing and public infrastructure, including improvements to transit. ACA 1 passed the Legislature in 2023.

In the final days of session before the Legislature adjourned for summer recess, the Legislature passed [ACA 10 \(Aguiar-Curry\) \[Chapter 134, Statutes of 2024\]](#) by a super-majority in both houses, which will replace ACA 1 on the November 2024 ballot, and if passed by voters, would advance a scaled back version of ACA 1. Specifically, ACA 10 would lower the voter-threshold from two-third to 55 percent for local bonds to fund affordable housing and public infrastructure only, removing all references to special taxes and property-related fees in ACA 1.

Additionally, we have reported in the past on ACA 13, another measure originally approved by the Legislature for the November 2024 ballot, that would have required any statewide measure raising a vote-threshold to then also be passed by the voters at the same threshold (e.g. if a proposition would require a 4/5th vote for certain special taxes then the proposition must also be passed by the voters with a 4/5th vote). Due to the removal of the Taxpayer Protection and Government Accountability Act from the November 2024 ballot, as described above, this measure has been moved by the Legislature to the 2026 ballot.

CalSTA’s Transit Transformation Task Force Holds Fourth Meeting

The California State Transportation Agency convened the fourth Transit Transformation Task Force meeting on June 17 in San Francisco.

This meeting, the first of several geared toward informing a report of recommendations required to be submitted to the Legislature by October 2025, included a review of a series of case studies of transit improvements implemented in California and internationally to enhance the rider experience and increase ridership. This meeting also included focused discussion between Task Force members on recommendations to support transit prioritization, fare coordination and scheduling between agencies, and safety and cleanliness on and around transit, which was heavily informed by the in-room input of the California Transit Association and its members.

For background, to support its participation in the June 17 Task Force meeting, the California Transit Association surveyed its members and the members of the California Association for Coordinated Transportation on the challenges / barriers they face in delivering improvements transit service and sought recommendations for breaking past them. This survey covered the topics that were reviewed by the Task Force as well more than 20 other topics, which will be discussed by the Task Force in future meetings. The California Transit Association then worked with an internal advisory body to review the survey results and to develop recommendations (on the topics to be covered at the June 17 meeting) for delivery to the Task Force.

As the Task Force continues to meet, it will bring additional case studies and discussion on additional topics for enhancing the rider experience and increasing ridership. The California Transit Association will continue to draw on the survey results it has received and guidance from its internal body to steer its engagement on 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](#).

Bills of Interest

SB 925 (Wiener) City and County of San Francisco Merchandising Sales – RECOMMENDED SUPPORT

This bill would authorize the City and County of San Francisco to adopt an ordinance prohibiting the sale of specified merchandise on public property without a permit, if the ordinance includes specified written findings, including, among other things, that there has been a significant pattern of merchandise being the subject of retail theft and then appearing for sale on public property within the City and County of San Francisco. Pursuant to this bill, the ordinance would be required to be adopted by the City and County of San Francisco to, among other things, identify a local permitting agency that is responsible for administering a permit system. The bill would also authorize the ordinance to provide that selling merchandise without a permit is punishable as an infraction, and that subsequent violations after 2 prior convictions is an infraction or a misdemeanor punishable by imprisonment in the county jail not exceeding 6 months.

This bill is in the Assembly Appropriations Committee.

SB 960 (Wiener) Complete Streets Projects on the State Highway System - WATCH

This bill would require the targets and performance measures adopted by the California Transportation Commission to include within the SHOPP asset management plan targets and measures reflecting state transportation goals and objectives, including for complete streets assets on the state highway system. This bill would also require Caltrans' performance report to include a description of complete streets facilities on each project, and to also incorporate complete streets elements into projects funded by the SHOPP. Lastly, this bill would require Caltrans to develop and adopt a project intake, evaluation, and encroachment permit review process for complete streets facilities that are sponsored by a local jurisdiction or transit agency. As a part of this process, Caltrans would be required to designate an encroachment permit manager in each district to oversee the review of complete streets facilities applications. Caltrans would then be required to produce a report on the project applications submitted for complete streets facilities.

On transit priority projects, this bill would require the Director of Transportation to, on or before July 1, 2027, adopt a transit priority policy to guide the implementation of transit priority facilities and transit stops on the state highway system. The bill would also require the Caltrans-prepared State Highway System Management Plan (SHSMP) to include specific and quantifiable accomplishments, goals, objectives, costs, and performance measures for complete streets facilities consistent with SHOPP asset management plan.

This bill is in the Assembly Appropriations Committee.

SB 1031 (Wiener) Bay Area Transportation Regional Measure / Transit Consolidation – OPPOSE UNLESS AMENDED

This bill would have served as the authorizing vehicle for the Metropolitan Transportation Commission to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area's public transportation system, as well as other transportation improvements. This bill would have also charged the California State Transportation Agency with developing a plan to consolidate the 27 transit agencies in the San Francisco Bay Area. Recent amendments to the bill include an "enhanced coordination" component alongside the current consolidation component.

This bill is no longer moving forward this legislative session. However, Senators Wiener and Wahab have committed to engaging in conversations on the measure over the interim legislative recess and intend to reintroduce it in the 2025 legislative year.

AB 1837 (Papan) Bay Area Transit Coordination - SUPPORT

This bill would have created the Regional Network Management Council and would have required the Metropolitan Transportation Commission to facilitate the creation of the Council.

This bill is no longer moving forward this legislative session.

AB 2503 (Lee) CEQA Exemptions for Railroad Electrification - SUPPORT

This bill would expand existing CEQA exemptions to include public projects for the institution or increase of other passenger rail service, which will be exclusively used by zero emission trains on existing public rights-of-way or existing highway rights-of-way. This bill is targeted at providing a CEQA exemption for catenary power systems. This bill would exclude public projects for the institution or increase of passenger rail service, other than specified eligible light rail service, from being considered eligible projects under the provisions of the bill.

This bill is in the Senate Appropriations Committee.

AB 2824 (McCarty) Transit Employee Assaults – WATCH

This bill would have enhanced penalties for individuals who commit assault or battery against a public transit operator or employee. This bill would have also allowed transit agencies to prohibit individuals convicted of assault or battery from entering transit facilities and vehicles using a more streamlined process. This bill is sponsored by the California Transit Association.

This bill is no longer moving forward this legislative session.

Caltrain Bill Matrix as of 7/11/2024

Bill ID/Topic	Location	Summary	Position
<p>AB 7 Friedman D</p> <p>Transportation: planning: project selection processes.</p>	<p>This is a two-year bill.</p>	<p>Existing law establishes within state government the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. The agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over each department within the agency. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. On and after January 1, 2025, and to the extent applicable, feasible, and cost effective, this bill would require the agency, the Department of Transportation, and the California Transportation Commission to incorporate specified goals into program funding guidelines and processes. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 761 Friedman D</p> <p>Local finance: enhanced infrastructure financing districts.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law establishes enhanced infrastructure financing districts to finance public capital facilities or other specified projects of communitywide significance. Existing law provides for the membership of the governing body of the district, referred to as the public financing authority. Existing law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district by adopting a resolution of intention to establish the proposed district which, among other things, is required to state that an enhanced infrastructure financing district is proposed and describe the boundaries of the proposed district. Existing law requires the public financing authority to direct the preparation of and adopt an infrastructure financing plan consistent with the general plan and any relevant specific plan, and consisting of, among other things, a financing section. Existing law requires that the financing section include a plan for financing the public facilities, a limit on the total number of dollars of taxes that may be allocated to the district pursuant to the plan, and a date, either not more than 45 years from the date on which the issuance of the bonds is approved for the plan on which the district will cease to exist, by which time all tax allocation to the district will end, or, where the district is divided into project areas, a date on which the infrastructure financing plan will cease to be in effect and all tax allocations to the district will end and a date on which the district's authority to repay indebtedness with incremental tax revenues will end, as specified. This bill, for plans proposed on or after January 1, 2025, would specify that for the purpose of development and construction of passenger rail projects in the County of Los Angeles where at least 75% of the revenue from the district is used for debt service on a federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, the date on which the district will cease to exist shall not be more than 75 years from the date of the approval of a TIFIA loan, as specified. This bill contains other related provisions.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 914 Friedman D</p> <p>Electrical infrastructure: California Environmental Quality Act: review time period.</p>	<p>This is a two-year bill.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires each state agency to establish, by resolution or order, time limits for completing the environmental review of a project where the state agency is the lead agency for the project, as specified. This bill, until January 1, 2031, would require a state agency, acting as the lead agency, to complete its environmental review for an electrical infrastructure project and to approve or deny the project within 2 years of the submission and acceptance of a complete application for the issuance of a lease, permit, license, certificate, or other entitlement for use for electrical infrastructure to the state agency. If the state agency fails to meet this deadline, the bill would require the state agency to submit to the Legislature a report setting forth the reasons that the review could not be completed within the time period and identifying potential impacts to the electrical system that could result from the delay. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 930 Friedman D</p> <p>Local government: infrastructure financing districts: Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts: housing development: restrictive covenants.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law authorizes certain local agencies to form a community revitalization authority within a community revitalization and investment area, as described, and authorizes an authority to, among other things, provide for low- and moderate-income housing and issue bonds, as provided. Existing law authorizes a community revitalization and investment plan to provide for the division of taxes within the plan area. This bill would authorize the legislative bodies of 2 or more specified local governments to jointly form a Reinvestment in Infrastructure for a Sustainable and Equitable California district (RISE district) in accordance with specified procedures. The bill would require at least one of the local governments to be a city or county within the proposed RISE district boundaries. The bill would authorize a local government that lacks the authority to levy a property tax to join a RISE district, by resolution, as specified. The bill would prohibit a RISE district from including territory within the jurisdiction of a participating local government unless the city or county where the territory is located is also a participating local government. The bill would require the Office of Planning and Research (OPR) to develop guidelines for the formation of RISE districts no later than November 30, 2026. The bill would provide for the establishment of a governing board of a RISE district with representatives of each participating local government. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1516 Kalra D</p> <p>Labor and Workforce Development Agency: working group: minimum wage.</p>	<p>This bill is on the Senate Appropriation's Suspense File.</p>	<p>Existing law establishes the Department of Industrial Relations within the Labor and Workforce Development Agency to, among other things, foster, promote, and develop the welfare of the wage earners of California, to improve their working conditions, and to advance their opportunities for profitable employment. Existing law establishes the Division of Labor Standards Enforcement under the direction of the Labor Commissioner within the Department of Industrial Relations, and requires the division to ascertain the wages paid to all employees in this state, to ascertain the hours and conditions of labor and employment in the various occupations, trades, and industries in which employees are employed in this state, and to investigate the health, safety, and welfare of those employees. This bill would require the Labor and Workforce Development Agency to convene a working group to study and evaluate topics related to the minimum wage in California. The bill would require the working group to submit to the Legislature, on or before July 1, 2025, a report that outlines recommendations for raising the minimum wage for all workers in California.</p>	<p>Watch</p>
<p>AB 1870 Ortega D</p> <p>Notice to employees: legal services.</p>	<p>This bill is on the Governor's Desk.</p>	<p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of employment. Employers who are subject to the workers' compensation system are generally required to keep posted in a conspicuous location frequented by employees and easily read by employees during the hours of the workday a notice that includes, among other information, to whom injuries should be reported, the rights of an employee to select and change a treating physician, and certain employee protections against discrimination. Existing law requires the administrative director to make the form and content of this notice available to self-insured employers and insurers. This bill would require the notice to include information concerning an injured employee's ability to consult a licensed attorney to advise them of their rights under workers' compensations laws, as specified. The bill would also make technical, nonsubstantive changes to these provisions.</p>	<p>Watch</p>
<p>AB 1879 Gipson D</p> <p>Property taxation: filing.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>The California Constitution provides for the taxation of property and establishes the State Board of Equalization to administer those taxes. Existing property tax law, pursuant to constitutional authorization, sets forth procedures for imposing and collecting taxes on property in the state. Existing law requires a person owning taxable personal property, as specified, to file annually a signed property statement declared to be true under the penalty of perjury with the assessor. Existing law authorizes a property statement to be filed with the assessor through the United States mail, properly addressed with postage prepaid. This bill would instead authorize the statement to be filed through the United States mail provided it is mailed in a manner that includes a postmark and is properly addressed with postage prepaid, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 1890 Patterson, Joe R</p> <p>Public works: prevailing wage.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law defines the term “public works” for the purposes of requirements regarding the payment of prevailing wages, the regulation of working hours, and the securing of workers’ compensation for public works projects. Existing law requires an entity awarding a public works contract, as specified, to provide notice to the Department of Industrial Relations. Existing law requires civil penalties to be imposed on an entity that fails to provide that required notice and authorizes the Labor Commissioner to issue a citation for civil penalties to an entity that fails to provide the required notice. This bill would additionally require the awarding body to provide notice to the department if there is a change in the identity of a contractor or subcontractor performing the project or, within 30 days, if the total amount of the contract change exceeds \$10,000. By creating new notification requirements for public agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1904 Ward D</p> <p>Transit buses: yield right-of-way sign.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law authorizes a transit bus in the Santa Cruz Metropolitan Transit District and the Santa Clara Valley Transportation Authority to be equipped with a yield right-of-way sign on the left rear of the bus if the applicable entity approves a resolution requesting that this section be made applicable to it. Existing law requires the sign to be designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers. This bill would expand the authorization to equip transit buses, as described above, to apply to any transit agency if the transit agency approves a resolution that this authorization be made applicable to it. The bill would also authorize the yield right-of-way sign to be a static decal, and would only impose the above-described design and illumination requirements on a sign that is a flashing light-emitting diode (LED) sign.</p>	<p>Watch</p>
<p>AB 2192 Carrillo, Juan D</p> <p>Public agencies: cost accounting standards.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law, the Uniform Public Construction Cost Accounting Act, authorizes a public agency, whose governing board has by resolution elected, to become subject to uniform construction cost accounting procedures. Existing law provides for the development of cost accounting standards and an alternative method for the bidding of public works projects by public entities. The act defines “public project” to include, among other things, construction, reconstruction, erection, alteration, renovation, improvement, demolition, and repair work involving any publicly owned, leased, or operated facility. This bill would define “public project” to additionally include installations involving any publicly owned, leased, or operated facility. This bill contains other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2302 Addis D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in specified circumstances if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Existing law imposes prescribed restrictions on remote participation by a member under these alternative teleconferencing provisions, including establishing limits on the number of meetings a member may participate in solely by teleconference from a remote location, prohibiting such participation for a period of more than 3 consecutive months or 20% of the regular meetings for the local agency within a calendar year, or more than 2 meetings if the legislative body regularly meets fewer than 10 times per calendar year. This bill would revise those limits, instead prohibiting such participation for more than a specified number of meetings per year, based on how frequently the legislative body regularly meets. The bill, for the purpose of counting meetings attended by teleconference, would define a “meeting” as any number of meetings of the legislative body of a local agency that begin on the same calendar day. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2325 Lee D</p> <p>San Francisco Bay Area Rapid Transit District: officers and employees: designation and appointment.</p>	<p>This bill is on the Governor's Desk.</p>	<p>Existing law establishes the San Francisco Bay Area Rapid Transit District, governed by a board of directors, with specified powers and duties relative to the construction and operation of a rapid transit system. Under existing law, the officers of the district consist of the members of the board, a secretary, a general manager, a general counsel, a treasurer, a controller, and other officers, assistants, and deputies that the board may provide for by ordinance or resolution, as specified. Existing law requires the board to appoint, and authorizes the board to remove, the secretary, the general manager, the general counsel, the treasurer, and the controller. Existing law requires all other officers and employees of the district to be appointed by, and to serve at the pleasure of, the general manager. This bill would eliminate the positions of the treasurer and controller, would create the position of the chief financial officer subject to appointment and removal by the general manager, would transfer all of the duties previously assigned to the treasurer to the chief financial officer, and would make other related changes in this regard. The bill would authorize the general manager to designate other financial personnel to undertake any of the duties or responsibilities assigned to the chief financial officer.</p>	<p>Watch</p>
<p>AB 2421 Low D</p> <p>Employer-employee relations: confidential communications.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law that governs the labor relations of public employees and employers, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, and provisions relating to judicial employees, public schools, higher education, the San Francisco Bay Area Rapid Transit District, the Santa Cruz Metropolitan Transit District, the Sacramento Regional Transit District, and other public transit employees, prohibits employers from taking certain actions relating to employee organizations. This includes 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 further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would also prohibit a local public agency employer, a state employer, a judicial employer, a public school employer, a higher education employer, or the district from questioning any employee or employee representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation. The bill would provide that communications between an employee and their employee representative would not be confidential if, at any time, the representative was a witness or party to any of the events forming the basis of a potential administrative disciplinary or criminal investigation.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2455 Gabriel D</p> <p>Whistleblower protection: state and local government procedures.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law authorizes a city, county, or city and county auditor or controller to maintain a whistleblower hotline to receive calls from persons who have information regarding fraud, waste, or abuse by local government employees, as specified. Existing law authorizes the county auditor to refer calls received on the whistleblower hotline to the appropriate government authority for review and possible investigation. During the initial review of a call, existing law requires the auditor, controller, or other appropriate governmental agency to hold in confidence information disclosed through the whistleblower hotline, as specified. Upon receiving specific information that an employee or local government has engaged in an improper government activity, existing law authorizes a city or county auditor to conduct an investigative audit of the matter, as specified. Existing law requires the identity of the individual or individuals reporting the improper government activity, and the subject employee or employees to be kept confidential. Existing law defines “fraud, waste, or abuse” to mean any activity by a local agency or employee that is undertaken in the performance of the employee’s official duties, as described, that is in violation of any local, state, or federal law or regulation relating to, among other things, corruption. This bill would also authorize a city, county, or city and county auditor or controller to maintain a whistleblower hotline to receive calls from persons who have information regarding improper governmental activity, and would recast information regarding fraud, waste, or abuse by local government employees as improper governmental activity. The bill would instead authorize a city or county auditor or controller, or auditor’s or controller’s designee, to conduct an investigative audit of the matter upon receiving specific information that an employee or local government has engaged in a fraud, waste, or abuse or improper governmental activity, as specified. The bill would also require the identity of the individual or individuals reporting the fraud, waste, or abuse, and the subject employee or employees to be kept confidential. The bill would expand the above-described duties and authorizations to the auditor’s or controller’s designee, as specified. The bill would revise the definition of “fraud, waste, or abuse” to also define “improper governmental activity,” and expand the scope of those terms to include activity by a local agency, employee, or contractor or subcontractor.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2503 Lee D</p> <p>California Environmental Quality Act: exemption: passenger rail projects.</p>	<p>This bill is in the Senate Appropriations 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 certain transportation-related projects if specified requirements are met, including that a local agency, as defined, is carrying out the project and that the project will be completed by a skilled and trained workforce, as provided. 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. Existing law requires the lead agency, if it determines that a transportation-related project is exempt from CEQA and determines to carry out the project, to file a notice of exemption with the Office of Planning and Research and the county clerk in which the project is located. This bill would expand that exemption from CEQA to include a public project for the institution or increase of other passenger rail service, which will be exclusively used by zero-emission trains, located entirely within existing rail rights-of-way or existing highway rights-of-way. Because the bill would increase the duties of the county clerk, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Support May 2024</p>
<p>AB 2553 Friedman D</p> <p>Housing development: major transit stops: vehicular traffic impact fees.</p>	<p>This bill is in the Senate Housing Committee.</p>	<p>Existing law, the California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements residential projects on infill sites and transit priority projects that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines “major transit stop” to include, among other locations, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This bill would revise the definition of “major transit stop” to increase the frequency of service interval to 20 minutes. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2561 McKinnor D</p> <p>Local public employees: vacant positions.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law, the Meyers-Milias-Brown Act (act), authorizes local public employees, as defined, to form, join, and participate in the activities of employee organizations of their own choosing for the purpose of representation on matters of labor relations. The act prohibits a public agency from, among other things, imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with specified employee rights guaranteed by the act. This bill would require each public agency with high vacancy rates for more than 180 days, at the request of the recognized employee organization, to promptly meet and confer with the representative of the recognized employee organization within 21 days about substantive strategies to fill vacancies and to hold a public hearing within 90 days about high vacancy rates and specified related matters. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. The bill would also include related legislative findings. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2661 Soria D</p> <p>Electricity: Westlands Water District.</p>	<p>This bill is on the Senate Floor.</p>	<p>The California Water District Law provides for the establishment of water districts and authorizes a district to construct, maintain, and operate plants for the generation of hydroelectric energy and transmission lines for the conveyance of the hydroelectric energy. Existing law merged the former West Plains Water Storage District into the Westlands Water District, and provides for the operation of the Westlands Water District. This bill would authorize the Westlands Water District to provide, generate, and deliver solar photovoltaic or hydroelectric electricity and to construct, operate, and maintain works, facilities, improvements, and property necessary or convenient for generating and delivering that electricity. The bill would require the district to use the electricity for the district's own purposes, and the bill would authorize the district to sell surplus electricity to a public or private entity engaged in the distribution or sale of electricity. The bill would also authorize the district to construct, operate, and maintain energy storage systems and electric transmission lines, and to construct, operate, and maintain works, facilities, improvements, and property necessary or convenient for the operation of the energy storage system and electric transmission lines, within the boundaries of the district, as specified. The bill would require the district to report the amount of income, and the purposes for expenditure of that income, from these electricity facilities in a specified report. This bill contains other related provisions.</p>	<p>Watch</p>
<p>AB 2669 Ting D</p> <p>Toll bridges: tolls.</p>	<p>This bill is on the Senate Appropriation's Suspense File.</p>	<p>Existing law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and private entities that have entered into a franchise agreement with the state. This bill would prohibit a toll from being imposed on the passage of a pedestrian, bicycle, or personal micromobility device over these various toll bridges, unless the bridge was under construction on or after January 1, 2025, and the tolls are used to fund the cost of constructing the bridge.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2712 Friedman D</p> <p>Preferential parking privileges: transit-oriented development.</p>	<p>This bill is in the Senate Housing Committee.</p>	<p>Existing law authorizes a local authority, by ordinance or resolution, to prohibit or restrict the stopping, parking, or standing of vehicles on certain streets or highways during all or certain hours of the day. Existing law authorizes the ordinance or resolution to include a designation of certain streets upon which preferential parking privileges are given to residents and merchants adjacent to the streets for their use and the use of their guests, under which the residents and merchants may be issued permits that exempt them from the prohibition or restriction of the ordinance or resolution. Existing law prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project that is located within 1/2 mile of public transit, as defined, unless the public agency makes written findings that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact on, among other things, the city's, county's, or city and county's ability to meet its share of the regional housing need for low- and very low income households. This bill would, for purposes of its provisions, define "development project" to mean a residential, commercial, or other development project exempt from minimum automobile parking requirements, or subject to parking minimum reductions based on any other applicable law, located within the boundaries of the City of Los Angeles. This bill, for a development project that is located within a preferential parking area, would require the development project to be excluded from the boundaries of the preferential parking area and would prohibit the local authority, as defined, from issuing any permit to the residents or visitors of the development project that grants preferential parking privileges. The bill would also provide that none of the above-described provisions prohibit local authorities from issuing permits to residents of developments projects that occupy deed-restricted units intended for specified households. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2715 Boerner D</p> <p>Ralph M. Brown Act: closed sessions.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law, the Ralph M. Brown Act, generally requires that all meetings of a legislative body of a local agency be open and public and that all persons be permitted to attend and participate. Existing law authorizes a legislative body to hold a closed session with specified individuals on, among other things, matters posing a threat to the security of essential public services, as specified. This bill would additionally authorize a legislative body to hold a closed session with other law enforcement or security personnel and to hold a closed session on a threat to critical infrastructure controls or critical infrastructure information, as defined, relating to cybersecurity. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2813 Aguiar-Curry D</p> <p>Government Investment Act.</p>	<p>This bill is on the Governor’s Desk.</p>	<p>(1)Existing law, known as the Proposition 218 Omnibus Implementation Act, defines various terms and prescribes procedures and parameters for local jurisdictions to comply with specified provisions of the California Constitution. This bill, for purposes of ACA 1, would define “affordable housing” to include rental housing, ownership housing, interim housing, and affordable housing programs such as downpayment assistance, first-time homebuyer programs, and owner-occupied affordable housing rehabilitation programs, that are affordable to households earning up to 150% of countywide median income. The bill would require a local government to ensure that any project that is funded with ACA 1 bonded indebtedness to have an estimated useful life of at least 15 years or 5 years if the funds are for specified public safety facilities, infrastructure, and equipment. The bill would define “public infrastructure” to exclude the construction, reconstruction, rehabilitation, or replacement of a sports stadium or arena where the majority of the use of the facility is for private ticketed activities. The bill would prohibit ACA 1 bonded indebtedness from being used for the acquisition or lease of any real property that has, at the time of acquisition or lease, been improved with one to 4 dwelling units, except as specified. The bill would also prohibit any ACA 1 bonded indebtedness, when added to existing bonded indebtedness of a local government, from exceeding the applicable statutory limit on the maximum amount of bonded indebtedness that a local government is authorized to incur. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2854 Irwin D</p> <p>Bradley-Burns Uniform Local Sales and Use Tax Law.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>The Bradley-Burns Uniform Local Sales and Use Tax Law (Bradley-Burns) authorizes counties and cities to impose local sales and use taxes in conformity with the Sales and Use Tax Law. Existing law, on or after January 1, 2016, prohibits a local agency from entering into any form of agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of Bradley-Burns local tax revenues to any person, as defined, for any purpose, if the agreement results in a reduction in the amount of Bradley-Burns local tax revenues that, in the absence of the agreement, would be received by another local agency and the retailer continues to maintain a physical presence within the territorial jurisdiction of that other local agency, with specified exceptions. This bill would require a local agency, as defined, to annually provide specified information relating to each agreement resulting in the direct or indirect payment, transfer, diversion, or rebate of Bradley-Burns local tax revenues to the California Department of Tax and Fee Administration. The bill would additionally require the local agency to publish that information on its internet website. The bill would impose monetary penalties on any local agency that fails to provide information to the department or fails to publish information to its internet website, as prescribed. By expanding the duties of local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 2879 Lackey R</p> <p>High-Speed Rail Authority: contracting.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority, composed of 11 members, to develop and implement a high-speed rail system in the state, with specified powers and duties. The act authorizes the authority to enter into contracts with private or public entities for the design, construction, and operation of high-speed trains. The act requires the authority to appoint an executive director to administer the affairs of the authority as directed by the authority. This bill, notwithstanding the authority’s ability to delegate power to the executive director, would require any contract change order with a value greater than \$100,000,000 to be approved by the authority.</p>	<p>Watch</p>
<p>AB 3177 Carrillo, Wendy D</p> <p>Mitigation Fee Act: land dedications: mitigating vehicular traffic impacts.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law, the Mitigation Fee Act, imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project. Existing law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for the fee to reflect a lower rate of automobile trip generation if the housing development satisfies specified characteristics, including that the housing development is located within 1/2 mile of a transit station, as specified. Existing law defines transit station for these purposes to mean a rail or light-rail station, ferry terminal, bus hub, or bus transfer station. This bill would instead require the housing development to be located within a transit priority area, as specified, for purposes of a local agency setting the rate for a mitigating vehicular traffic impacts fee to reflect a lower rate of automobile trip generation. The bill would define “transit priority area” as an area within 1/2 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan. This bill would prohibit a local agency from imposing a land dedication requirement, as defined, on a housing development to widen a roadway if the land dedication requirement is for the purpose of mitigating vehicular traffic impacts, achieving an adopted traffic level of service related to vehicular traffic, or achieving a desired roadway width. The bill, notwithstanding that prohibition, would authorize a local agency to, among other things, impose a land dedication requirement on a housing development if the housing development is not located in a transit priority area and the housing development has a linear street frontage of 500 feet or more. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>AB 3186 Petrie-Norris D</p> <p>Public works: prevailing wages: access to records.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee. Since it was not heard by the policy deadline it will likely not move forward this session.</p>	<p>Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works and imposes misdemeanor penalties for a willful violation of this requirement. Existing law defines “public works,” for the purposes of regulating public works contracts, as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Existing law requires the Labor Commissioner to investigate allegations that a contractor or subcontractor violated the law regulating public works projects, including the payment of prevailing wages. Existing law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. Existing law requires any copy of records made available for inspection as copies and furnished upon request to the public or any public agency to be marked or obliterated to prevent disclosure of an individual’s name, address, and social security number but specifies that any copy of records made available to a Taft-Hartley trust fund for the purposes of allocating contributions to participants be marked or obliterated only to prevent disclosure of an individual’s full social security number, as specified. This bill would require an owner or developer, as defined, undertaking any public works project to make specified records available upon request to the Division of Labor Standards Enforcement, to multiemployer Taft-Hartley trust funds, and to joint labor-management committees, as specified. The bill would also apply this requirement to an owner or developer that undertakes a development project that includes work subject to the requirements of public works. The bill would subject an owner or developer, for failing to comply with the provisions of this act, to a penalty by the commissioner, as specified, and would deposit the penalties into a specified fund. This bill would require the Director of Industrial Relations to adopt rules to govern the release of those records, as specified. This bill contains other existing laws.</p>	<p>Watch</p>
<p>SB 532 Wiener D</p> <p>Parking payment zones.</p>	<p>This bill is in the Assembly Privacy & Consumer Protection Committee.</p>	<p>Existing law allows a local authority to establish parking meter zones and fix the rate of fees for those zones by ordinance. Existing law prohibits a local authority from requiring payment of parking meter fees by a mobile device, as specified. This bill would instead authorize, until January 1, 2035, in the City and County of San Francisco, a local authority to require payment of parking fees by a mobile device, if it meets certain requirements, such as adopting an accessible and equitable parking cash payment plan that does not utilize parking meters or payment centers in parking payment zones to provide reasonably accessible alternative means for payment of parking fees using cash. The bill would require a local authority to consult with specified stakeholders in the development of the plan and would require a local authority that adopts a plan to provide to its governing body and the Legislature, as specified, an evaluation of the plan to determine the plan’s impact on equity, accessibility, and costs.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 904 Dodd D Sonoma-Marín Area Rail Transit District.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law creates, within the Counties of Sonoma and Marin, the Sonoma-Marín Area Rail Transit District with specified duties and powers relative to the provision of a passenger and freight rail system within the territory of the district. Under existing law, the district is governed by a 12-member board of directors appointed by various local governmental entities. Existing law authorizes the board to submit to the voters of the district a measure proposing a retail transactions and use tax ordinance. This bill would also authorize those special taxes to be imposed by a qualified voter initiative if that initiative complies with certain requirements. The bill would require the board of supervisors of the Counties of Sonoma and Marin to call a special election on a tax measure proposed by the district’s board of directors or a qualified voter initiative in their respective counties, as specified. To the extent that the bill would impose additional duties on a county elections official, the bill would impose a state-mandated local program. The bill would delete a provision that limits the district, in the County of Sonoma north of the City of Healdsburg, to locating commuter stations only within incorporated areas. The bill would require the district to obtain coverage for the district and its employees under the appropriate federal and state workers’ compensation, unemployment compensation, and disability and unemployment insurance laws, instead of only under laws of this state. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 925 Wiener D City and County of San Francisco: merchandising sales.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Under existing law, knowingly buying or receiving stolen property or property that has been obtained in any manner constituting theft or extortion, as specified, is punishable as either a misdemeanor or a felony if the value of the property exceeds \$950. Existing law authorizes a local authority to, by ordinance or resolution, adopt requirements regulating the time, place, and manner of sidewalk vending if the requirements are directly related to objective health, safety, or welfare concerns. Existing law prohibits a local authority from regulating sidewalk vendors, except in accordance with certain provisions. This bill, until January 1, 2030, would authorize the City and County of San Francisco to adopt an ordinance prohibiting the sale of specified merchandise on public property without a permit, if the ordinance includes specified written findings, including, among other things, that there has been a significant pattern of merchandise being the subject of retail theft and then appearing for sale on public property within the City and County of San Francisco. The bill would require an ordinance adopted by the City and County of San Francisco to, among other things, identify a local permitting agency that is responsible for administering a permit system. The bill would authorize the ordinance to provide that selling merchandise without a permit is punishable as an infraction, and that subsequent violations after 2 prior convictions is an infraction or a misdemeanor punishable by imprisonment in the county jail not exceeding 6 months. By creating a new crime, the bill would impose a state-mandated local program. This bill would require, if an ordinance is adopted, the City and County of San Francisco to submit a report to the Legislature by January 1, 2029, that includes specified information, including, among other things, the list or lists of merchandise that the City and County of San Francisco determined was a common target of retail theft. The bill would require the City and County of San Francisco to administer a public information campaign for at least 30 calendar days prior to the enactment of the ordinance, including public announcements in major media outlets and press releases. This bill contains other related provisions and other existing laws.</p>	<p>Recommend Support</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 1031 Wiener D</p> <p>San Francisco Bay area: local revenue measure: transportation improvements.</p>	<p>This bill is no longer moving forward this session.</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 authorize the commission to raise and allocate new revenue and incur and issue bonds and other indebtedness, as specified. In this regard, the bill would authorize the commission, until January 1, 2041, to impose a retail transactions and use tax, a regional payroll tax, a parcel tax, and a regional vehicle registration surcharge in all or a subset of the 9 counties of the San Francisco Bay area, except as specified, in accordance with applicable constitutional requirements. The bill would prohibit a tax or surcharge described above from being imposed for a period of time of more than 30 years. The bill would require the parcel tax to be collected by counties and the other 3 taxes to be collected by specified state agencies, and would require the net revenues from those taxes to be remitted to the commission, as prescribed. The bill would require the commission, in consultation with county transportation authorities, to develop an expenditure plan for the expenditure of the revenues expected to be generated by the tax or surcharge, together with other federal, state, and local funds expected to be available for transportation improvements, as specified. The bill would require, before the election on the tax or surcharge, the expenditure plan to be approved by county transportation authorities representing counties meeting certain criteria, as provided. The bill would require the revenue generated pursuant to these provisions to be used for transportation improvements in the San Francisco Bay area, including for various transit purposes, and would require the commission to allocate those revenues in accordance with specified requirements. This bill contains other related provisions and other existing laws.</p>	<p>Oppose Unless Amended April 2024</p>
<p>SB 1098 Blakespear D</p> <p>Passenger and freight rail: LOSSAN Rail Corridor.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law establishes the Department of Transportation in the Transportation Agency under the control of an executive officer known as the Director of Transportation. Existing law authorizes the Department of Transportation, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in certain rail corridors, including the LOSSAN Rail Corridor. Existing law defines the LOSSAN Rail Corridor as the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN Rail Corridor. This bill would require the Secretary of Transportation to provide guidance and recommendations to, and coordination between, stakeholders as necessary to ensure the performance of the LOSSAN Rail Corridor, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 1321 Wahab D</p> <p>Employment Training Panel: employment training program: projects and proposals.</p>	<p>This bill is on the Assembly Appropriation's Suspense File.</p>	<p>Existing law establishes the Employment Training Panel within the Employment Development Department and sets forth its powers and duties with respect to certain employment training programs. Existing law declares the intent of the Legislature that the purpose of provisions relating to the panel is to establish an employment training program to promote a healthy labor market in a growing, competitive economy and to fund only projects that meet specified criteria, including promoting the retention and expansion of the state's manufacturing workforce. Existing law requires the panel, in funding projects that meet the above-described criteria, to give funding priority to projects that meet specified goals, including promoting the retention and expansion of the state's manufacturing workforce. This bill would also include in the above-described project criteria, among other things, assisting existing apprentice, certification, or other training programs in updating training to reflect new technologies or methods, or to address gaps in existing training. The bill would also include in the above-described goals, among other things, meeting the standards established by the Division of Apprenticeship Standards for high-quality training programs. The bill would authorize projects developed pursuant to the above-described provisions to use program funding, upon appropriation by the Legislature, to provide training through apprenticeship programs approved by the Division of Apprenticeship Standards and training at joint-labor management training centers. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 1325 Durazo D</p> <p>Public contracts: best value procurement: goods.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law imposes requirements on, and authorizes procedures for, public contracting for equipment and services, among other things, by local and state agencies. Existing law authorizes certain procurements to be facilitated through a lowest responsible bidder requirement. This bill would authorize a public entity, as defined, to award contracts through a best value procurement method, as described, for the purchase of goods with a base value of \$250,000 or more. The bill would require the public entity to adopt and publish procedures and guidelines for evaluating the qualifications of the bidders to ensure the best value selections are conducted in a fair and impartial manner, as described. The bill would authorize the procedures and guidelines to include the adoption of a high road jobs plan policy that evaluates bidders' high road jobs plan commitments as part of the overall score for the public contract, as specified. This bill would require the solicitation document to include certain information and would direct the public entity to use a scoring method based on price and the factors described in the solicitation document, as specified. The bill would require the public entity to let any contract for these projects to the selected bidder that represents the best value or reject all bids. The bill would also authorize a public entity to award all contracts for the purchase of municipal fleets by using a best value procurement method, as specified. This bill contains other related provisions.</p>	<p>Watch</p>

Bill ID/Topic	Location	Summary	Position
<p>SB 1434 Durazo D</p> <p>Unemployment insurance: benefit and contribution changes.</p>	<p>This bill is not moving forward this session.</p>	<p>Existing law provides for unemployment compensation benefits for eligible individuals in the state who are unemployed through no fault of their own. Existing law excludes from the definition of “wages,” for purposes of the unemployment insurance law, remuneration in excess of \$7,000 paid to an individual by an employer during any calendar year, with respect to employment. This bill would change the amount of remuneration that is excluded from the definition of “wages,” to \$____ on and after January 1, 2025, but before January 1, 2027, and to \$____ on and after January 1, 2027. The bill would require an annual cost of living increase to the \$____ amount on and after January 1, 2028, and each January 1 thereafter. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 1509 Stern D</p> <p>Negligent Operator Treatment (NOT) in California Act.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law prohibits driving a vehicle upon a highway at a speed greater than is reasonable or prudent. Existing law also prohibits driving a vehicle in excess of an established speed limit. Existing law requires that specified convictions, violations, and traffic-related incidents count as points against a driver’s record for purposes of suspension or revocation of the privilege to drive. This bill, the Negligent Operator Treatment (NOT) in California Act, would, commencing on January 1, 2027, prohibit excessively speeding, defined as driving a vehicle at a speed that exceeds the posted speed limit by 26 miles per hour or more on a highway with a posted speed limit for passenger vehicles of 55 miles per hour or less. The bill would provide that a conviction for excessively speeding is punishable as an infraction and one point shall be assessed against a driver’s record for a first violation and 2 points for any subsequent violation that occurs within 3 years after a previous violation for which the driver was convicted. This bill contains other existing laws.</p>	<p>Watch</p>

**Caltrain
Federal Report
July 2024**

Congressional Update

Appropriations Update

- The House has passed four of the twelve appropriations bills (Defense, Homeland Security, Military Construction-VA, and State-Foreign Operations) and plans to pass the rest by the end of July.
- The remaining bills, including Transportation-HUD, have been marked up by the full House Appropriations Committee and are expected to be voted on by the full House before the end of July. However, controversial policy riders in some of the bills could prevent the House from swiftly passing all its bills.
- During the week of July 8, the Senate began its FY25 markup process with the MilCon-VA, Agriculture-FDA, and Legislative Branch appropriations bills.

<u>House Appropriations Bill</u>	<u>Subcommittee Markup</u>	<u>Full Committee Markup</u>	<u>Floor</u>
Military Construction-VA, HR 8580	May 21	May 23	June 5
Legislative Branch, HR 8772	May 23	June 13	Week of July 8
State, Foreign Operations, HR 8771	June 4	June 12	June 28
Homeland Security, HR 8752	June 4	June 12	June 28
Defense, HR 8774	June 5	June 13	June 28
Financial Services, HR 8773	June 5	June 13	Week of July 22
Agriculture	June 11	July 10	Week of July 22
Commerce-Justice-Science	June 26	July 9	Week of July 22
Labor-HHS-Education	June 27	July 10	Week of July 29
Transportation-HUD	June 27	July 10	Week of July 29
Interior-Environment	June 28	July 9	Week of July 22
Energy & Water	June 28	July 9	Week of July 29

House Appropriations Committee Passes the FY 2025 Transportation-HUD Appropriations Bill

- On July 10, the House Appropriations Committee passed the Fiscal Year 2025 Transportation-HUD Appropriations Act by a vote of 31 to 26. The Appropriations Committee has \$271 million less in funding for community project funding compared to approved spending levels for FY 2024. Thus, the House has funded 350 less THUD projects this cycle in comparison to last year's cycle.

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- The following project was included for Caltrain in the House Transportation/HUD Appropriations bill:
 - \$2M - Caltrain Crossing Safety Improvements, Menlo Park
- The dollar figures submitted by the Caltrain’s delegation are likely to be modified as Congress continues in its process. The Senate Appropriations Committee is expected to consider its Transportation-HUD bill in July.
- Below is a summary of transit/rail funding in the House’s FY25 THUD bill:

Agency/Department	FY 2024 Enacted	FY 2025 House
Federal Railroad Administration (FRA)	\$2,970,194,000	\$2,757,833,000
CRISI Grants	\$199 million	\$299 million
Federal State Partnership Grants	\$75 million	\$0
Federal Transit Administration (FTA)	\$16,603,909,000	\$15,306,871,000
Transit Infrastructure Grants	\$252.387 million	\$115.638 million
Capital Investment Grants Program	\$2.205 billion	\$754.7 million
Transit Infrastructure Formula Funding (authorized by IIJA)	\$13.99 billion	\$14.279 billion

House Lawmakers Introduce New Rail Safety Bill

- The leadership of the House Transportation & Infrastructure Subcommittee on Railroads, Pipelines, and Hazardous Materials released new rail safety legislation in response to the derailment in East Palestine, Ohio. Chairman Troy Nehls (R-TX) and Ranking Member Seth Moulton (R-MA) released [H.R. 8996](#), which makes several changes and enacts new requirements for railroads and operators.
- The new legislation does call for a minimum two-person crew on all freight trains (with some exceptions). New requirements also include mandating that Class I railroads enroll in a confidential close-call reporting system, which is currently voluntary, for two years.
- The bill would provide \$100 million for a grant program to install systems that allow railcar owners to track the progress and the condition of products being transported on the railroads. The legislation would also boost funding for the Railroad Crossing Elimination Grant Program to \$1.5 billion a year to address safety concerns at crossings.

Administration Update

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DOT Announces \$1.1 Billion in Available Funding to Address Railroad Crossings

- On July 9, the Federal Railroad Administration (FRA) announced \$1.1 billion in available funding through the Railroad Crossing Elimination (RCE) Grant Program for FY 2023-2024. The RCE Program provides a federal funding opportunity to fund highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. Out of the \$1.1 billion, approximately \$38 million is reserved for planning projects.
- Grant funding through RCE can be used for the following project types:
 - Grade separation or closure, including using a bridge, embankment, tunnel, or combination thereof
 - Track relocation
 - The improvement or installation of protective devices, signals, signs, or other measures to improve safety, provided that such activities are related to a separation or relocation project
 - Other means to improve the safety and mobility of people and goods at highway-rail grade crossings (including technological solutions)
 - The planning, environmental studies, and final design for a project or group of projects
- All applications for RCE are due September 23, 2024. The NOFO can be found [here](#).

DOT Announces \$600 Million in Available Funding to Reconnect Communities

- On July 3, the DOT announced \$600 million in available funding through the Reconnecting Communities Pilot (RCP) program. This funding opportunity obligates all the remaining funding through the Bipartisan Infrastructure Law (BIL).
- The RCP program aims to improve access to daily needs such as jobs, education, healthcare, food, nature, and recreation, foster equitable development and restoration, and provide technical assistance to further these goals.
- All applications are due by September 30, 2024. For more information, please refer to the [Funding Opportunity Announcement via Grants.gov](#).

Supreme Court Eliminates Chevron Deference

- The Supreme Court issued a host of decisions over the last month, including one that strikes down Chevron deference: a legal framework established in 1984 where courts defer the authority of interpreting an ambiguous federal statute to federal agencies. The ruling came in *Loper Bright Enterprises v. Raimondo*, a case involving two fishermen who challenged a Department of Commerce regulation.

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- The 6-3 ruling reduces federal agency power to approve regulations and has potential widespread implications on federal checks and balances.
- Writing for the majority opinion, Chief Justice John Roberts argued for removal of the administrative law, claiming that “Courts must exercise their independent judgement in deciding whether an agency has acted within its statutory authority.” In their dissent, Justices Elena Kagan, Sonia Sotomayor, and Ketanji Brown Jackson upheld Chevron and contended that overhauling it reduces the power of agencies to execute their duties and removes their power to make informed regulatory decisions.
- Holland and Knight has prepared new resources that provide insight on the impact of this decision and the reversal of Chevron deference, included [here](#).

Round-Up of Open Grant Opportunities

- [Pilot Program for Transit Oriented Development Planning Grant Program](#). \$10.5 million available. All applications due July 22, 2024.
- [Fiscal Year 2024 Transit Security Grant Program](#). \$83 million available. All applications due June 24, 2024.
- [Charging and Fueling Infrastructure \(CFI\) Discretionary Grant Program ROUND 2](#). \$1.3 billion available. All applications due August 28, 2024.
- [Railroad Crossing Elimination Grant Program](#). \$1.1 billion available. All applications due September 23, 2024.
- [Reconnecting Communities Pilot \(RCP\) Program](#). \$607 million available. All applications due September 30, 2024.

**Peninsula Corridor Joint Powers Board
Staff Report**

To: Advocacy and Major Projects Committee
Through: Michelle Bouchard, Executive Director
From: Marian Lee, Diridon Station Project Director
Subject: **Diridon Station Business Case Update**

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 presentation is to share progress on the Diridon Station Business Case since the previous update at the February AMP meeting. Since February, the Diridon Joint Policy Advisory Committee (JPAB) met in May and in June. At the May meeting, the following information was presented:

- Station Design Alternatives
- Community Outreach Plan
- Long-term Governance Planning

The JPAB held a June special meeting to discuss how the project interim integrated organization will be structured - a temporary project organization structure that enables Caltrain, Santa Clara Valley Transportation Authority (VTA), the City of San José, the Metropolitan Transportation Commission, and the California High-Speed Rail Authority (CHSRA) (Partner Agencies) to more efficiently advance the project while the long-term governance planning discussions proceed.

At today's AMP meeting, staff from Caltrain and VTA will present information on station design alternatives and long-term governance planning, respectively. Community outreach plan information is included in this memo but will not be presented. The community outreach plan was well received by the JPAB, and the project team will proceed with implementation starting this summer/fall. The interim integrated organization item will be presented at the August AMP meeting.

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.

The Partner Agencies are developing detailed station design alternatives through a Business Case process to better understand costs, benefits, risks, and potential implementation strategies. The first phase of the Business Case, which is targeted for completion by summer 2024, will identify two station design alternatives to discuss with the community at-large. In the next phase of work, the Partner Agencies will work with the community to identify a recommended alternative that will be carried forward for environmental analysis.

Station Design Alternatives

Caltrain is the subject task lead for the station design alternatives.

The project team has defined three station design alternatives. They are distinguished by the level of the tracks, which results in different vertical and horizontal impacts at the station and upstream and downstream:

1. The *Elevated Alternative* has elevated tracks with a ground level concourse. This alternative is most like the original Concept Layout developed in the previous iteration of planning work, the Diridon Integrated Station Concept, since it requires elevating the existing rail infrastructure.
2. The *At-Grade Alternative* has at-grade tracks and a lower-level concourse, meaning the concourse is slightly below-grade and uses gradual sloping to integrate into the surrounding street network. The At-Grade Alternative attempts to replicate the passenger experience of the Elevated Alternative without elevating the tracks.
3. The *Stacked Alternative* has a lower-level concourse like the At-Grade Alternative but splits rail infrastructure into two levels – high-speed rail on the upper level and all the other tracks on the street level.

Overall, all alternatives offer a similar passenger experience at the station. The passenger enters the concourse and goes up the vertical circulation to access the heavy rail tracks and Airport Connector and down for LRT. Access options to BART Silicon Valley (BSV) continue to be evaluated and are described below.

Although the passenger experience is relatively similar between the alternatives at the station, there are some differences related to key station components. The Elevated and At-Grade Alternative have a wider track configuration than the Stacked Alternative in the immediate station area, which impacts adjacent land and structures. All alternatives retain the historic station's main hall, and the Elevated and At-Grade Alternatives impact the annex but retain the annex facade. The Stacked Alternative is the only alternative that is narrow enough to preserve the entire historic station (main hall and annex). The Elevated and At-Grade Alternatives also

encroach into the existing PG&E substation and would require that the PG&E substation is rebuilt in place, whereas the Stacked Alternative does not impact the PG&E substation site.

Regarding a connection to BSV, there are three potential options for all alternatives: 1) street level between Diridon Station concourse and BSV headhouse; 2) underground between Diridon Station concourse and BSV headhouse; and 3) underground between Diridon Station concourse and BSV tunnel. The BSV team is working closely with the Diridon Business Case team to determine feasibility, justification, and costs.

All station alternatives include a bus and pick-up/drop-off facility at Santa Clara Street and Stockton Avenue. This location has been deemed best considering streets feeding into Diridon Station have been prioritized for pedestrians and bicyclists. The designated pick-up and drop-off location will be adjacent to the bus facility, and both will utilize a direct pedestrian connection to the station concourse and platforms. The primary difference between the alternatives is that the facility fits under the tracks of the Elevated Alternative but requires excavation for the At-Grade and Stacked Alternative.

See Attachment A for the May JPAB staff memo and PowerPoint presentation on this topic. At the next AMP meeting, the project team will bring forward two alternatives for public engagement.

Community Outreach Plan

The City of San Jose is the subject task lead for community outreach.

There has been significant community outreach already conducted as part of the original conceptual planning effort. During this technical phase of the Business Case, outreach has generally been limited to organizations with local interest that could provide technical input to project design. Starting in the summer/fall, broader community engagement with the general public will commence. The project team will present and solicit input on two station design alternatives. Public comments will help finetune the alternatives and ultimately inform selection of the project for environmental clearance.

See Attachment B for the May JPAB staff memo and PowerPoint presentation on community outreach.

Long-term Governance

VTA is the subject task lead for Long-Term Governance.

The JPAB has identified the need to consider long-term governance options that would well position the project for funding and construction. Specific goals relate to identifying a long-term governance structure that would establish strong leadership and obtain funding were expressed. This project is a long-term investment that will require strong sustained leadership at local, regional and state levels.

Long-term governance discussions started last July, when JPAB members reviewed governance objectives. Five conceptual new organizational models specifically for the Diridon station project were identified: joint powers authority, state-chartered entity, transit district/ transportation commission, development corporation, and leadership by an existing entity. Since then, the consultant team conducted additional case study research (Salesforce Transit Center-Phase 1, Denver Union Station, LA Metro Gold Line) to cull relevant, practical insights. They also initiated work on a high-level funding framework, identifying funding challenges and opportunities and exploring local match options. This included undertaking preliminary analysis of the revenue potential from an Enhanced Infrastructure Financing District (EIFD).

See Attachment C for the May JPAB staff memo and PowerPoint presentation on long-term governance. At the August AMP meeting, the project team will bring forward one to two recommended long-term governance models.

Budget Impact

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

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