METROPOLITAN TRANSPORTATION COMMISSION

ASSOCIATION OF BAY AREA GOVERNMENTS

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Board Room, 1st Floor

MEETING AGENDA

Date: Friday, October 9, 2026 | **Time:** 9:40 a.m.

Joint MTC ABAG Legislation Committee

Chair: Ken Carlson
Vice Chair: Alicia John-Baptiste
Clerk: Brittny J. Sutherland

This meeting shall consist of a simultaneous teleconference call at the following location(s):
200 E. Santa Clara Street, 18th floor, Conference Room T-1854, San Jose, CA 95113
70 W. Hedding St., East Wing, 10th Floor, Supervisor's Conference Room, San Jose, CA 95110
Solano County Administration Building, 675 Texas Street, 6th Floor, Conference Room 6001, Fairfield, CA 94533

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at https://mtc.ca.gov-/whats-happening/meetings/live-webcasts.

Members of the public are encouraged to participate remotely via the following Zoom link or phone number:

Attendee Link: https://bayareametro.zoom.us/j/84258745493

Phone one-tap:
+16694449171,,84258745493# US
+16699006833,,84258745493# US (San Jose)
Webinar ID: 842 5874 5493
International numbers available: https://bayareametro.zoom.us/u/kc4gKmTVC1

Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

All standing committee meeting agendas may also be accessed on MTC’s website here:
https://mtc.ca.gov-/meetings-events
Detailed instructions on participating via Zoom are available at:
https://bayareametro.zoom.us/u/kdR1hznEgA
https://mtc.ca.gov-/how-provide-public-comment-board--meeting-zoom

Members of the public may participate by phone or Zoom during the meeting. In order to be posted to the meeting's web page and circulated to committee members prior to the meeting, written comments must be sent by email at info@bayareametro.gov by 5:00 p.m. two (2) business days before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line.
All comments received will be submitted into the record.

Roster

Ken Carlson
Chair

Alicia John-Baptiste
Vice Chair

Susan Adams
Pat Burt
Betty Duong
Dorene M. Giacopini*
Belia Ramos
Wanda Williams
Eddie Ahn
Pamela Campos
Pat Eklund
Matt Mahan
Carlos Romero
Candace Andersen
Noelia Corzo
Marilyn Ezzy Ashcraft
Mitch Mashburn
Maureen Toms

**Non-Voting Members*

Dorene M. Giacopini, will be attending remotely per Government Code s. 54953(c).

Agenda

1. Call to Order / Roll Call / Confirm Quorum

Quorum: A quorum of this body shall be a majority of its regular voting members (9).

2. Consent Calendar

2a. Approval of Joint MTC ABAG Legislation Committee Minutes of the September 11, 2026 Meeting 26-2086

Action: Committee Approval

Presenter(s): Committee Clerk

Attachments:

- 2a_2026-09-11_Joint_MTC_ABAG_Legislation_Committee_Meeting_Minutes_DRAFT.pdf

2b. **Legislative History** 26-2087

List of the bills MTC-ABAG are tracking in Sacramento, including those bills on which MTC and/or ABAG has a position.

Action: Information

Presenter(s): Jadie Moar

Attachments:

- 2b_26-2087_Legislative_History.pdf

2c. **Washington, D.C. Report** 26-2088

Report on key federal legislative funding and political developments over the past month prepared by MTC's federal advocacy team, Summit Strategies.

Action: Information

Presenter(s): Georgia Gann Dohrmann

Attachments:

- 2c_26-2088_MTC_September_2026_Report.pdf

3. State and Federal Legislation

3a. **2026 Legislative Scorecard** 26-2089

Comparison of MTC's and ABAG's Joint 2026 Advocacy Program with legislative outcomes in the 2026 state and federal legislative sessions.

Action: Information

Presenter(s): Georgia Gann Dohrmann

Attachments:

- 3a_26-2089_2026_Legislative_Scorecard_-_Summary_Sheet.pdf
- 3ai_26-2089_2026MTC-ABAG-LegislativeAdvocacyProgram_-_Scorecard.pdf

4. Public Comment / Other Business

Members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6.

5. Adjournment / Next Meetings:

The next meeting of the Joint MTC ABAG Legislation Committee will be held on Friday, November 13, 2026 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA, and other remote locations. Any changes to the schedule will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at meetings by completing a request-to-speak card (available from the Clerk) and passing it to the Clerk. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the meeting body may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章：MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to meeting body members, key staff and others as appropriate. Copies will be available at the meeting.

Association of Bay Area Governments

METROPOLITAN TRANSPORTATION COMMISSION

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Minutes - Draft

Joint MTC ABAG Legislation Committee

Ken Carlson, Chair (ABAG)
Alicia John-Baptiste, Vice Chair (MTC)

Friday, September 11, 2026 | **9:45 AM** | **Board Room - 1st Floor**

Roster
Ken Carlson (Chair), Alicia John-Baptiste (Vice Chair),
Susan Adams, Eddie Ahn, Candace Andersen, Pat Burt, Pamela Campos,
Ken Carlson, Noelia Corzo, Betty Duong, Pat Eklund, Marilyn Ezzy Ashcraft,
Dorene M. Giacopini*+, Matt Mahan, Mitch Mashburn,
Belia Ramos, Carlos Romero, Maureen Toms, Wanda Williams
***Non-Voting Member**
+Remote per Government Code s. 54953(c).

1. Call to Order / Roll Call / Confirm Quorum

Vice Chair Alicia John-Baptise called the meeting to order at 10:13 a.m.

Non-Voting Member Present: Dorene M. Giacopini, MTC
Members Giacopini and Adams invoked SB 707
Ex Officio Voting Members Present: Commission Chair Noack
The following noticed remote location was open to the public:
200 E. Santa Clara Street, 18th floor, Conference Room T-1853, San Jose, CA 95113- Campos
The following individuals participated from noticed remote locations:
Member Campos

Present: 12 - Vice Chair John-Baptiste, Committee Member Ahn, Committee Member Andersen, Committee Member Burt, Committee Member Campos, Committee Member Corzo, Committee Member Eklund, Committee Member Ashcraft, Committee Member Rabbitt, Committee Member Ramos, Committee Member Romero and Committee Member Williams

Absent: 4 - Chair Carlson, Committee Member Duong, Committee Member Mahan and Committee Member Mashburn

2. Consent Calendar

Upon the motion by Committee Member Williams and seconded by Committee Member Eklund, the Consent Calendar was approved. The motion carried by the following vote:

Aye: 12 - Vice Chair John-Baptiste, Committee Member Ahn, Committee Member Andersen, Committee Member Burt, Committee Member Campos, Committee Member Corzo, Committee Member Eklund, Committee Member Ashcraft, Committee Member Rabbitt, Committee Member Ramos, Committee Member Romero and Committee Member Williams

Absent: 4 - Chair Carlson, Committee Member Duong, Committee Member Mahan and Committee Member Mashburn

2a. 26-0910 Approval of Joint MTC ABAG Legislation Committee Minutes of the August 14, 2026 Meeting

Action: Committee Approval

Presenter: Committee Clerk

Attachments: 2a_26-0910_2026-08-14_Joint_MTC_ABAG_Legislation_Committee_Meeting_Minutes_Draft.pdf

2b. 26-0909 Legislative History

List of the bills MTC-ABAG are tracking in Sacramento, including those bill on which MTC and/or ABAG has a position.

Action: Information

Presenter: Jadie Moar

Attachments: 2b_26-0909_Handout_Sept_Legislative_History.pdf

2c. 26-0911 Washington, D.C. Report

Report on key federal legislative, funding and political developments over the past month prepared by MTC's federal advocacy team, Summit Strategies.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: 2c_26-0911_MTC August 2026 Report.pdf

3. State Legislation

3a. 26-0912 2026 State Legislative Update

Overview of significant bills of interest to MTC-ABAG, including August budget negotiations.

Action: Information

Presenter: Georgia Gann Dohrmann and Julie Snyder

Attachments: 3ai_2026 Legislative Session_Summary Sheet_Updated.pdf

3b. 26-0997 Update on Senate Bill 1087 (Cabaldon) and Future Regional Plans

Review of the bill's final provisions and the legislation's implications for future regional transportation plans, including Plan Bay Area 2060.

Action: Information

Presenter: Julie Snyder and Dave Vautin

Attachments: 3bi_SB 1087_Summary Sheet_updated.pdf

3bii_Attachment A_SB 1087 Fact Sheet - SB 375 Modernization.pdf

3biii_Attachment B_SB 1087 and Future Regional Plans_JS_GGD_accessible.pdf

3c. 26-0908 MTC Resolution No. 4795: Revised Draft MTC 2026 Public Participation Plan for the San Francisco Bay Area

Summary of revisions to the draft MTC 2026 Public Participation Plan for the San Francisco Bay Area and recommendation for approval.

Action: Commission Approval

Presenter: Leslie Lara-Enríquez

Attachments: 3c_26-0908_Summary_Sheet_Draft_2026_PPP.pdf

3ci_26-0908_Attachment_A_RES-4795.pdf

3cii_26-0908_Attachment_A_RES-4795_Revised_2026_PPP.pdf

3ciii_26-0908_2_Attachment_B_Revisions_Informed_by_Public_Input.pdf

3civ_26-0908_Attachment_C_Commissioner_Comments_Response.pdf

The following members of the public commented on this item: Aleta Dupree (Team Folds), and Roland Lebrun.

Upon the motion by Committee Member Ezzy-Ashcraft and seconded by Committee Member Corzo, the motion to refer MTC Resolution No. 4795: Revised Draft MTC Public Participation Plan for the San Francisco Bay Area to the Commission, was approved. The motion carried by the following vote:

Aye: 12 - Vice Chair John-Baptiste, Committee Member Ahn, Committee Member Andersen, Committee Member Burt, Committee Member Campos, Committee Member Corzo, Committee Member Eklund, Committee Member Ashcraft, Committee Member Rabbitt, Committee Member Ramos, Committee Member Romero and Committee Member Williams

Absent: 4 - Chair Carlson, Committee Member Duong, Committee Member Mahan and Committee Member Mashburn

4. Federal Legislation

4a. 26-0913 Federal Surface Transportation Reauthorization Update

Overview of the status of the federal surface transportation reauthorization, which is set to expire on September 30, 2026.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: 4a_0913_Federal Surface Transportation Reauthorization_Summary_Sheet.pdf
4ai_Attachment A_August 21 2026 Bay Area Partnership_Board_Agenda Item 5b_Summary Sheet and Attachments.pdf
4aii_Attachment B_April 2026 Bay Area Partnership Board Summary_Sheet_Agenda Item 5e.pdf
4aiii_Federal Authorization Presentation_.pdf

The following members of the public spoke on this item: Aleta Dupree (Teams Folds), and Roland Lebrun.

5. Public Comment / Other Business

Roland Lebrun, commented on this item.

6. Adjournment / Next Meetings:

The next meeting of the Joint MTC ABAG Legislation Committee will be held on Friday, October 9, 2026 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA, and other remote locations. Any changes to the schedule will be duly noticed to the public.

Vice Chair Alicia John-Baptiste adjourned the meeting at 11:45 a.m.

METROPOLITAN TRANSPORTATION COMMISSION

Legislative History

Position Bills and Bills for Which MTC-ABAG

Association of Bay Area Governments

Wednesday, October 7, 2026

Bill Number	Status	Brief Summary	MTC Position	ABAG Position
AB 117 Committee on Budget	Approved by the Governor. Chaptered by Secretary of State - Chapter 6, Statutes of 2026.	**Transit and Intercity Rail Capital Program: loans: transit operating purposes: San Francisco Bay area.** This bill would require, on or before July 1, 2026, the Transportation Agency, subject to various requirements, to loan to the Metropolitan Transportation Commission up to $590,000,000 of funding approved under the Transit and Intercity Capital Rail program for projects within the San Francisco Bay area. The bill would require the Metropolitan Transportation Commission to use the proceeds of that loan to offer loans, subject to certain conditions, for public transit operating purposes to the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, the Peninsula Corridor Joint Powers Board, and the Alameda-Contra Costa Transit District. By changing the purpose for which continuously appropriated funds may be expended, the bill would make an appropriation. The bill would require the California Transportation Commission, if certain conditions are met, to establish an allocation plan for the awarded projects in the San Francisco Bay area under which future allocations under the program to those projects may be adjusted or deferred during the repayment period of the loan made to the Metropolitan Transportation Commission, as specified. (Based on 02/19/2026 text)		
AB 334 Petrie-Norris	Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)	**Operators of toll facilities: interoperability programs: vehicle information.** Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide, regarding a vehicle's use of the toll facility, only the license plate number, transponder identification number, date and time of the transaction, and identity of the agency operating the toll facility. This bill would instead authorize an operator of a toll facility on federal-aid highways engaged	MTC supported the bill at introduction, but ceased support after substantial amendments prevented the bill from achieving its original purpose.	

Bill Number	Status	Brief Summary	MTC Position	ABAG Position
		in an interstate interoperability program to provide to an out-of-state toll agency or interstate interoperability tolling hub only the information regarding a vehicle's use of the toll facility that is license plate data, transponder data, or transaction data, and that is listed as "required" by specified national interoperability specifications. If the operator needs to collect other types of information to implement interstate interoperability, the bill would prohibit the operator from selling or otherwise providing that information to any other person or entity, as specified. (Based on 07/17/2025 text)		
AB 736 Wicks	Merged into SB 417 (Limon/ Rivas)	**The Affordable Housing Bond Act of 2026.** Would enact the Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of $10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program. (Based on 04/10/2025 text)	Support and Seek Amendments	Support and Seek Amendments
AB 1599 Ahrens	08/27/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 128, Statutes of 2026.	**Public transit: California Transit Stop Registry: transit datasets.** Would require the Department of Transportation to create, on or before June 1, 2027, and with input from transit operators, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop's name, location, available seating, and unique identifier, and information on whether the transit stop is sheltered, as specified. (Based on 08/30/2026 text)		
AB 1837 González, Mark	09/30/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 900, Statutes of 2026.	**Video imaging of parking violations.** Existing law authorizes a public transit operator in the state, until January 1, 2027, and authorizes the City and County of San Francisco indefinitely, to enforce parking violations in specified transit-only traffic lanes and at transit stops through the use of video imaging, and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a public transit operator, prior to issuing notices of parking violations, to issue warning notices for the first 60 days and to make a public announcement of the program. Existing law requires a designated employee, or a contracted law enforcement agency, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane or at a transit stop and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law requires a public transit operator that implements an automated enforcement system to	Support	

Bill Number	Status	Brief Summary	MTC Position	ABAG Position
		enforce parking violations in transit-only traffic lanes and at transit stops to submit a report to specified committees of the Legislature by no later than January 1, 2025. This bill would extend the authorization for the use of video imaging to enforce parking and stopping violations until January 1, 2034. The bill would require that a public transit operator issue warnings for 60 days prior to issuing notices of violations when it uses video imaging for enforcement of a violation that it has not previously used video imaging to enforce. The bill would require a public transit operator that uses video imaging to enforce parking violations to report to the Legislature, as specified. The bill would exempt the City and County of San Francisco from this requirement. (Based on 08/24/2026 text)		
AB 1942 Bauer-Kahan	Joint Rule 62(a), file notice suspended. In committee: Held under submission.	Electric bicycles: registration and special license plates. Existing law prohibits a person from driving, moving, or leaving standing upon a highway, or in an offstreet public parking facility, any motor vehicle, trailer, semitrailer, pole or pipe dolly, or logging dolly, unless it is registered and the appropriate fees have been paid, except as specified. Existing law requires the Department of Motor Vehicles, upon registering a vehicle, to issue to the owner license plates that identify the vehicles for which they are issued for the period of their validity, as specified. Existing law also requires a motorized bicycle to display a special license plate issued by the department. Existing law authorizes a city or county to adopt a bicycle licensing ordinance or resolution, authorizes the licensing agency, by ordinance or resolution, to adopt rules and regulations for the collection of license fees, as specified, and sets the fee for each new bicycle license and registration certificate at a sum of no more than $4 per year. Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions. This bill would require class 2 electric bicycles and class 3 electric bicycles to be registered with the department and to display a special license plate issued by the department. The bill would require the department to adopt regulations to implement these requirements, and would make a person operating a class 2 or class 3 electric bicycle in violation of these requirements guilty of an infraction punishable by specified fines. By creating a new crime, the bill would impose a state-mandated local program. (Based on 02/13/2026 text)		
AB 1944 Lee	09/30/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 909, Statutes of 2026.	**Zero-emission transit buses: axle weight.** Current law prohibits the maximum gross weight on any one axle of a bus from exceeding 20,500 pounds, except the maximum limit for the curb weight on any one axle of a transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2019, is set at 22,000 pounds. Current law sets specified higher maximum limits up to 25,000 pounds for the curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued during specified periods between January 1, 2016, and December 31, 2021,		

Bill Number	Status	Brief Summary	MTC Position	ABAG Position
		inclusive, and sets the 22,000-pound maximum limit for an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2022. This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031 inclusive. (Based on 08/19/2026 text)		
AB 2059 Wilson	09/27/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 576, Statutes of 2026.	**California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.** The California Environmental Quality Act (CEQA) 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 the Office of Land Use and Climate Innovation to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the CEQA implementation guidelines to establish criteria for determining the significance of transportation impacts of projects within transit priority areas, and requires the criteria to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. CEQA requires the office to recommend potential metrics, including, among other metrics, vehicle miles traveled, to measure these transportation impacts. This bill would, except as provided, specify that a transportation project is presumed to have a less than significant transportation impact as determined by the vehicle-miles-traveled metric if at least 80% of the project lies within one or more nonmetropolitan counties.		
AB 2168 Wicks	09/15/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 210, Statutes of 2026.	**Active Transportation Program: guidelines.** Existing law requires the California Transportation Commission to develop guidelines and project selection criteria for the Active Transportation Program, including guidelines with regard to project eligibility that include, among other project types, safe routes to transit projects that will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops. This bill would, on and after January 1, 2028, instead require the guidelines with regard to project eligibility to include projects for safe routes to transit projects that encourage access to transit facilities and schoolbus stops by biking and walking, as specified, and projects that will expand access to transit in underserved or rural areas. (Based on 06/22/2026 text)		
AB 2296	09/29/2026 - Approved by the Governor.	**Planning and zoning: housing element: regional housing needs allocation.** Existing law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city,		

Bill Number	Status	Brief Summary	MTC Position	ABAG Position
Papan	Chaptered by Secretary of State - Chapter 798, Statutes of 2026.	which includes, among other mandatory elements, a housing element. For the 4th and subsequent revisions of the housing element, existing law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine each region's existing and projected need for housing, and requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. This bill, except with respect to the 7th housing element cycle for councils of governments with a housing element revision due date during the calendar year 2027, 2028, or 2029, would extend the above-described timeline for cities and counties to form a subregional entity to allocate the subregion's housing need, as provided, from 28 months to 34 months, and the above-described timeline for the council of governments to determine the share of regional housing need assigned to each subregion from 25 months to 31 months, respectively. This bill contains other related provisions and other existing laws. (Based on 08/30/2026 text)		
AB 2308 Haney	09/30/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 932, Statutes of 2026.	**Redevelopment: successor agency debt: City and County of San Francisco.** Existing law dissolved redevelopment agencies and community development agencies as of February 1, 2012, and provides for the designation of successor agencies to, among other things, wind down the affairs of the dissolved redevelopment agencies and make payments due for enforceable obligations. Existing law, among other powers granted to successor agencies generally, additionally vests the successor agency to the former Redevelopment Agency of the City and County of San Francisco with the authority, rights, and powers of that former redevelopment agency solely for the purpose of issuing bonds or incurring other indebtedness, subject to the approval of the oversight board of the successor agency, to finance the construction of affordable housing and infrastructure required by specified development agreements, including the infrastructure required by the Transbay Implementation Agreement. Under existing law, these bonds and indebtedness are considered indebtedness incurred by the dissolved redevelopment agency secured by moneys deposited in the Redevelopment Property Tax Trust Fund established for that agency. This bill would specify this authority to issue bonds or incur other indebtedness to finance the infrastructure required by the Transbay Implementation Agreement includes entering into arrangements with the Transbay Joint Powers Authority and the City and County of San Francisco to extend the time period for pledges of gross sales proceeds and net tax increments, as specified. (Based on 08/27/2026 text)	Support	
AB 2346 Wilson	09/30/2026 - Approved by the Governor. Chaptered by	**Vehicles: electric bicycles and speed limits.** Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes. This bill would require all class 2 electric bicycles		

Bill Number	Status	Brief Summary	MTC Position	ABAG Position
	Secretary of State - Chapter 842, Statutes of 2026.	manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer. The bill would also require all electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with an integrated or detachable front lamp and a rear lamp, as specified. The bill would also require sellers and distributors of electric bicycles to disclose specified information at or before the point of sale. (Based on 08/21/2026 text)		
AB 2372 Hoover	09/18/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 300, Statutes of 2026.	**Vehicles: tolls.** Existing law provides for the exemption of authorized emergency vehicles from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying an exempt license plate and properly identified or marked as an authorized emergency vehicle, as specified. This bill would exempt a vehicle that is not displaying an exempt license plate if it is otherwise exempted from the above-described payment and is authorized as an emergency vehicle by the Department of the California Highway Patrol, as specified. (Based on 06/04/2026 text)		
AB 2508 Hoover	5/14/2026 Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/6/2026)	**Public Utilities Public Purpose Programs Fund.** Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Under existing law, the commission administers, or otherwise oversees, various public purpose programs, including energy efficiency and conservation programs, cost-effective energy efficiency programs, rate assistance programs for eligible food banks, and home insulation financial assistance programs. Under existing law, those programs are generally funded through a charge on electrical service, which is collected through customer rates. This bill would establish the Public Utilities Public Purpose Programs Fund. The bill would require the commission, no later than January 1 of each year, commencing January 1, 2027, to determine and publish the amount necessary to fund certain public purpose programs and programs administered by electrical regional energy networks for the following fiscal year, as provided. The bill would require the Controller to transfer, on July 1 of each fiscal year, from the Greenhouse Gas Reduction Fund to the Public Utilities Public Purpose Programs Fund moneys appropriated by the Legislature for that purpose. The bill would require all moneys in the Public Utilities Public Purpose Programs Fund to be allocated by the commission, upon appropriation by the Legislature, to fund the public purpose programs and programs administered by electrical regional energy networks, as provided. (Based on 03/26/2026 text)		Oppose
AB 2595 Papan	09/30/2026 - Approved by the Governor. Chaptered by	San Mateo Electric Bicycle Safety Pilot Program. Existing law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing law, a “class 1 electric bicycle” is a bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide		

Bill Number	Status	Brief Summary	MTC Position	ABAG Position
	Secretary of State - Chapter 843, Statutes of 2026.	assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a "class 2 electric bicycle" is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a "class 3 electric bicycle" is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Existing law prohibits a person under 16 years of age from operating a class 3 electric bicycle. This bill, the San Mateo Electric Bicycle Safety Pilot Program, would, until January 1, 2031, authorize a local authority within the County of San Mateo, or the County of San Mateo in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. For the first 60 days following the adoption of an ordinance or resolution for this purpose, the bill would make a violation of the ordinance or resolution punishable by a warning notice. After 60 days, the bill would make a violation of the ordinance or resolution punishable by a fine of $25, except as specified. This bill would make a parent or legal guardian with control or custody of an unemancipated minor who violates the ordinance or resolution jointly and severally liable with the minor for the amount of the fine imposed. (Based on 06/15/2026 text)		
SB 193 Committee on Budget and Fiscal Review	09/18/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 259, Statutes of 202	**Public resources: Greenhouse Gas Reduction Fund: programs.** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions, as provided. The act authorizes that state board to include in those regulations the use of a market-based compliance mechanism to comply with those regulations. Existing law requires moneys collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law allocates moneys in the fund in a specified priority and continuously appropriates a certain amount of moneys in the fund for certain purposes. This bill would require interest income earned on those moneys to be deposited into the fund. By depositing additional moneys into a continuously appropriated fund, the bill would make an appropriation. (Based on 08/28/2026 text)		
SB 194 Committee on Budget and Fiscal Review	09/18/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter	**Transportation.** Existing law, until September 1, 2031, requires the State Air Resources Board, with funds provided in the Budget Act of 2026, to establish a new zero-emission electric vehicle incentive program for first-time zero-emission vehicle buyers and, as part of that program, to enter into grant agreements with light-duty passenger vehicle original engine manufacturers to provide incentives for consumers for the purchase or lease of new, and the purchase of		

Bill Number	Status	Brief Summary	MTC Position	ABAG Position
	260, Statutes of 2026	used, light-duty passenger electric vehicles at the point of sale and registered to California residents. (Based on 08/28/2026 text)		
SB 417 Limon	6/25/2026 Approved by the Governor. Chaptered by Secretary of State. Chapter 16, Statutes of 2026.g.	**The Veterans and Affordable Housing Bond Act of 2026.** Under existing law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership for very low and low-income households, and downpayment assistance for first-time home buyers. Existing law also authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law and requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. Existing law, the Veterans and Affordable Housing Bond Act of 2018, authorized, the issuance of bonds in the amount of $4,000,000,000 to finance various existing housing programs, as well as infill infrastructure financing and affordable housing matching grant programs, as well as financing for a specified program for farm, home, and mobilehome purchase assistance for veterans, pursuant to the State General Obligation Bond Law. This bill would enact the Veterans and Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of $11,250,000,000, pursuant to the State General Obligation Bond Law. Of the proceeds from the sale of these bonds, $10,000,000,000 would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program, and $1,250,000,000 would be used to provide additional funding for the above-described program for farm, home, and mobilehome purchase assistance for veterans, as provided. This bill would provide for submission of the bond act to the voters at the November 3, 2026, statewide general election, in accordance with specified law. This bill would declare that it is to take effect immediately as an urgency statute.	Support and Seek Amendments	Support and Seek Amendments
SB 741 Blakespear	09/18/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 247, Statutes of 2026	**Low Carbon Transit Operations Program.** Existing law creates the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases and improve mobility. Existing law requires the Department of Transportation to administer the program and to adopt guidelines, in coordination with the State Air Resources Board, that describe the methodologies to be used by a recipient transit agency to demonstrate that proposed expenditures will meet specified program expenditure requirements and establish the reporting requirements for documenting ongoing compliance with those expenditure requirements. This bill would repeal the requirement for the department to adopt guidelines. (Based on 07/01/2026 text)		

Bill Number	Status	Brief Summary	MTC Position	ABAG Position
SB 750 Cortese	09/29/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 803, Statutes of 2026.	**California Housing Finance Agency: credit enhancement mechanisms study.** Would require the California Housing Finance Agency to conduct a comprehensive assessment of potential credit enhancement mechanisms designed to reduce borrowing costs for housing projects receiving state financial assistance that includes specified evaluations. The bill would require the agency to submit an interim report by January 1, 2028, and a final report by July 1, 2028, as specified. (Based on 08/31/2026 text)	Support	Support
SB 979 Strickland	4/30/2026 Failed Deadline pursuant to Rule 61(b)(6). (Last location was HOUSING on 2/11/2026)	**Planning and zoning: housing element: regional housing needs allocation: judicial review.** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, which includes, among other mandatory elements, a housing element. Current law requires the council of governments or delegate subregion, as applicable, to adopt a final regional housing needs plan that allocates a share of the regional housing need to each city, county, or city and county. Current law requires each council of governments and delegate subregion to distribute a draft allocation of regional housing needs to each local government in the region or subregion. Current law authorizes a local government within the region or the delegate subregion or the department to appeal to the council of governments or the delegate subregion for a revision of the share of the regional housing need proposed to be allocated to one or more local governments, as specified. Current law requires the council of governments or the delegate subregion to make a final determination that either accepts, rejects, or modifies each appeal, as provided. This bill would provide that the final determination by the council of governments or the delegate subregion is subject to judicial review, as specified. (Based on 02/04/2026 text)		Oppose
SB 1087 Cabaldon	09/30/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 1005, Statutes of 2026.	**Transportation planning: sustainable communities strategies: transportation funding programs.** Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. This bill would revise and recast the requirements for a sustainable communities strategy, including, among other things, (A) requiring a sustainable communities strategy every 8 years with a progress report after 4 years instead of requiring a	Sponsor	Sponsor

Bill Number	Status	Brief Summary	MTC Position	ABAG Position
		sustainable communities strategy every 4 years, (B) requiring the state board to provide each region with greenhouse gas emission reduction targets for 2035 and 2045, and (C) requiring the state board to hold technical workshops before providing those targets. The bill would also revise the state board's process for reviewing sustainable communities strategies and alternative planning strategies, as specified. This bill contains other related provisions and other existing laws. (Based on 08/21/2026 text)		
SB 1167 Blakespear	09/30/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 846, Statutes of 202	**Vehicles: electric bicycles.** Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. Existing law classifies electric bicycles into 3 classes with different restrictions for various purposes, and requires, among other things, a class 3 electric bicycle to be equipped with a speedometer. Existing law prohibits certain vehicles that do not meet the definition of an electric bicycle from being advertised, sold, offered for sale, or labeled as an electric bicycle, as specified. This bill would amend the type of vehicles that are prohibited from being advertised, sold, offered for sale, or labeled as electric bicycles, including, among others, motor-driven cycles and mopeds. (Based on 08/31/2026 text)	Support	
SB 1250 Cortese	09/29/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 821, Statutes of 2026.	**State highway system: wildlife connectivity.** Existing law requires Caltrans, in consultation with the California Transportation Commission, to prepare a robust asset management plan to guide selection of projects for the state highway operation and protection program (SHOPP). This bill would require the department, in connection with each revision of the asset management plan, to prepare and publish a supplemental list of wildlife connectivity improvements on the state highway system, as specified, and would require the department to submit the supplemental list to the commission for review and comments before the final list is published. (Based on 08/28/2026 text)		
SB 1375 Cortese	09/30/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 1030, Statutes of 2026.	**California Environmental Quality Act: exemption: urban intermodal rail station project.** The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Existing law exempts from CEQA a public project for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities that will be exclusively used by zero-emission trains or specified rolling stock or locomotives, as provided. This bill would exempt from CEQA, except as specified, a public urban, intermodal rail station project within a long-urbanized area within the statewide passenger rail network, at which high-capacity light, commuter, and intercity rail services converge that meets specified conditions,	Support	

Bill Number	Status	Brief Summary	MTC Position	ABAG Position
		including, among other requirements, a requirement for compliance with various environmental laws and for the adoption of a plan for how any displacement from the project will be fully addressed, as provided. The bill would require a lead agency, if it determines that a project is not subject to CEQA pursuant to this exemption, and it determines to carry out the project, to file a notice of exemption with the Office of Land Use and Climate Innovation and the county clerk of the county in which the project is located, as provided. The bill would permit exemption only for projects for which a notice of exemption is filed before January 1, 2032. (Based on 08/19/2026 text)		
SB 1408 Arreguín	09/20/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 401, Statutes of 202	**Contra Costa Transportation Authority: transactions and use tax.** Existing law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the county not exceed 2%. This bill would authorize, until January 1, 2045, the Contra Costa Transportation Authority to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 1% that would, in combination with other transactions and use taxes, exceed the above-described combined rate limit of 2%, if the ordinance proposing the tax is approved by the voters, subject to applicable voter approval requirements, as specified. (Based on 08/30/2026 text)		
SB 1423 Stern	09/30/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 1039, Statutes of 2026	**Regional planning: standardized spatial planning datasets.** Existing law establishes the Office of Land Use and Climate Innovation in the Governor's office for the purpose of serving the Governor and the Governor's cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. This bill would require the office, on or before July 1, 2028, to compile, standardize, maintain, and make publicly available through a consolidated online platform a core set of statewide standardized spatial planning datasets, as defined. The bill would require the datasets to include specified categories of information, including hazardous data, natural resource sensitivity data, and agricultural value data, as provided. The bill would also require the office, on or before January 1, 2029, to develop and provide guidance for agencies to inform how to use and integrate the datasets in regional planning processes and products. The bill would require the office to update those datasets as new or revised data becomes available from the originating state or federal agencies. This bill would permit state, regional, and local governments to consider use of the standardized spatial planning datasets published by the office in the development and production of land use and infrastructure plans, as specified. (Based on 08/13/2026 text)		

Metropolitan Transportation Commission and Association of Bay Area Governments

Joint MTC ABAG Legislation Committee

2026 Legislative Calendar*

January

- 1: Statutes take effect
- 5: **Legislature reconvenes**
- 10: Budget must be submitted by Governor
- 16: Last day for **policy committees** to hear and report to fiscal committees **fiscal bills** introduced in their house in the odd-numbered year
- 19: Martin Luther King, Jr. Day observed
- 23: Last day for any committee to hear and report to the **Floor** bills introduced in that house in the odd-numbered year. Last day to **submit bill requests** to the Office of Legislative Counsel.
- 31: Last day for each house to pass bills introduced in that house in the odd- numbered year

February

- 16: Presidents' Day
- 20: Last day for bills to be **introduced**

March

- 26: **Spring Recess** begins upon adjournment
- 30: Cesar Chavez Day observed.

April

- 6: Legislature reconvenes from **Spring Recess**
- 24: Last day for **policy committees** to hear and report to **fiscal committees fiscal bills** introduced in their house

May

- 1: Last day for **policy committees** to hear and report to the Floor **non-fiscal** bills introduced in their house
- 8: Last day for **policy committees** to meet prior to June 1
- 15: Last day for **fiscal committees** to hear and report to the **Floor** bills introduced in their house. Last day for **fiscal committees** to meet prior to June 1.
- 25: Memorial Day
- 26-29: **Floor session only**. No committees may meet for any purpose except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees.
- 29: Last day for each house to pass bills introduced in that house

June

- 1: Committee meetings may resume
- 15: **Budget Bill** must be passed by **midnight**
- 25: Last day for a legislative measure to qualify for the Nov. 3 General Election ballot

July

- 2: Last day for **policy committees** to meet and report bills.
  Summer Recess begins upon adjournment, provided Budget Bill has been passed.
- 3: Independence Day observed

August

- 3: Legislature reconvenes from **Summer Recess**
- 29: Last day for **fiscal committees** to meet and report bills
- 17-31: **Floor session only**. No committees may meet for any purpose except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees.
- 21: Last day to **amend** bills on the Floor
- 31: Last day for each house to pass bills. **Final Recess** begins upon adjournment

September

- 30: Last day for Governor to sign or veto bills passed by the Legislature before Sept. 1 and in the Governor's possession on or after Sept. 1

October

- 2: Bills enacted on or before this date take effect January 1, 2027.

November

- 3: General Election.
- 30: Adjournment *sine die* at midnight

December

- 7: 2027-28 Regular Session convenes for Organizational Session at 12 noon.

2027

- January 1: Statutes take effect

Source: compiled by the Office of the Assembly Chief Clerk (https://clerk.assembly.ca.gov/) and the Office of the Secretary of The Senate (https://www.senate.ca.gov/legdeadlines).

*Dates are subject to change.

Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee

California Local & Regional Government Association Bill Position Resources

League of California Cities ("the League")

https://www.calcities.org/advocacy/bill-search

California State Association of Counties (CSAC)

https://www.counties.org/policy-issues/bill-report/

California Association of Councils of Government (CALCOG)

https://calcog.org/bill-tracker/

Metropolitan Transportation Commission and Association of Bay Area Governments

Joint MTC ABAG Legislation Committee

October 9, 2026 **Agenda Item 2c-26-2088**

Washington D.C. Legislative Update

Subject:

September 2026 Report from Washington, D.C. advocate.

Issues:

None identified.

Recommendations:

Information

Attachments:

- Attachment A: Summit Strategies Team Report – September 2026

Andrew B. Fremier

SUMMIT STRATEGIES

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Summit Strategies Team Report – September 2026

From: Summit Strategies Team

To: Andrew B. Fremier, Executive Director

Date: September 30, 2026

Subject: September 2026 Federal Policy Monthly Report

- **Congress Passes Stopgap Funding Bill**
- **Transit Bills Introduced**
- **Supporting MTC Priorities in Congress**
- **National Transportation News Roundup**

Below is a status update on issues of interest to MTC and the actions that we have taken to date.

Congress Passes Stopgap Funding Bill

This month, the U.S. House of Representatives passed a Senate-approved stopgap funding bill that will keep the government funded through December 11, 2026. Included in the bill is a surface transportation extension provision that will extend Highway Trust Fund (HTF) programs and certain annually appropriated general fund programs at prorated Fiscal Year (FY) 2026 levels through the duration of bill. Neither the Continuing Resolution (CR) nor the surface transportation extension included additional advanced appropriations, as was provided under Division J of the Infrastructure Investment and Jobs Act (IIJA). This means a significant reduction in funding for several important USDOT programs, including a 20 percent cut for federal transit funding from FY 2026 levels. Providing additional advanced appropriations for some or all of the IIJA programs that received funding under Division J is expected to be a significant issue as Congress works to finalize FY 2027 spending bills. The CR also included a provision preventing the Office of Management and Budget from finalizing its proposed Uniform Guidance rule through December 11, 2026.

The inclusion of the surface transportation extension will buy lawmakers time to continue crafting the full five-year surface transportation bill. However, progress on the bill has stalled. House Speaker Mike Johnson (R-LA) recently stated that the BUILD America 250 Act – the House Transportation and Infrastructure Committee-passed bill – will "likely be a lame duck issue," while Majority Leader Steve Scalise (R-LA) recently stated that a vote on the bill depends on what the House Ways and Means Committee ends up doing on its provisions of the bill, including identifying the additional revenue to support the investment levels contained in the T&I Committee's bill. The Congressional Budget Office projects an additional $148 billion will be needed to keep the Highway Trust Fund (HTF) solvent through the end of 2031. The Ways and Means Committee will also need to provide the authority for the bill's new fees for electric and plug-in hybrid vehicles to be deposited in the HTF.

Meanwhile, progress on the surface transportation bill in the Senate has stalled, and no topline funding agreement has been reached for the bill. Senate Environment and Public Works Committee Chair Shelley Moore Capito (R-WV) announced that her Committee will not be releasing the bill text for its portion of the surface transportation reauthorization bill before the

midterm elections. Capito added that she continues to negotiate with Ranking-member Sheldon Whitehouse (D-RI) on the Committee's title of the bill and that ongoing efforts to reach an agreement on permitting reform have taken precedence over surface transportation in recent months. Senate Housing, Transportation, and Community Development Subcommittee Chair Katie Britt (R-AL), whose subcommittee has jurisdiction over the public transportation portion of the bill, has also expressed hope that her subcommittee will release text before the end of the year; however, she acknowledged that the Senate has a busy schedule planned for the lame duck session. Whitehouse has stated that no committees have made significant progress on the bill. It is now almost certain that a five-year surface bill will not advance this year.

Transit Bills Introduced

This month, Senator Bill Hagerty (R-TN) introduced the *Safe Transit Act,* a bill aimed at penalizing transit providers unless they meet certain safety requirements. Provisions of the bill include:

- Allows the U.S. Department of Transportation (USDOT) to withhold 100 percent of federal funds to cities and local governments that fail to criminalize fair evasion, ban violent offenders from transit systems, or allow recognizance and cash-free release for transit crimes.
- Requires transit agencies in urban areas to invest at least 3 percent of federal formula funding to safety and crime prevention initiatives, including lighting improvements, security cameras, emergency call boxes, and protective barriers for bus drivers.
- Authorizes USDOT to withhold up to 50 percent of federal transit funding from cities with crime rates significantly higher than the national transit average.
- Establishes nationwide performance standards for physical turnstiles, gates, and fare collection infrastructure.
- Requires all new federally funded buses and rail vehicles to be equipped with inward- and outward-facing security cameras and event recorders.

Transportation Secretary Sean Duffy has praised the introduction of the bill. Since the beginning of the Trump Administration, Duffy has prioritized boosting safety on public transportation, targeting several cities (Chicago, DC, New York City, Los Angeles, Charlotte, Philadelphia, and Atlanta) to improve their safety measures.

Meanwhile, in the House, Representatives Laura Gillen (D-NY), Jeff Van Drew (R-NJ), and Tom Kean (R-NJ) introduced the bipartisan *Lowering Commuting Costs Act*, which would create a federal income tax deduction (more than $4,000 a year) for personal commuting expenses, including the cost of gas, public transit, and tolls. Currently, the IRS allows taxpayers to deduct the business use of a car; however, it does not allow personal income tax deduction for personal commuting expenses. The tax credit would also stack with pre-tax commuter benefits offered by employers.

Supporting MTC Priorities in Congress

Your DC Team has been hard at work and has communicated with several congressional offices and industry stakeholders over the last month. This list includes:

- The Office of Senator Adam Schiff (D-CA), including Olicia Oo (Policy Adviser)
- The Office of Senator Angela Alsobrooks (D-MD), including Carmen Leal Ramirez (Legislative Assistant)
- Senate Banking Committee Majority, including Jared Sutton (Deputy Policy Director)
- The Office of Representative John Garamendi (D-CA), including Elisabeth Raczek (Legislative Assistant)
- The Office of Representative Mark DeSaulnier (D-CA), including Redi Degefa (Policy Adviser)
- The Office of Representative Lateefah Simon (D-CA), including Sydney Dahiyat (Legislative Assistant)

National Transportation News Roundup (links to articles)

- Report claims Bay Area commuters face significantly longer drives if transit funding fails (ABC7) https://www.yahoo.com/news/us/articles/report-claims-bay-area-commuters-004757093.html?guce_referrer=aHR0cHM6Ly93d3cuZ29vZ2xlLmNvbS8&guce_referrer_sig=AQAAAC0rm6LyNSbbX9gPJYstNVun5Wi8nJDaT4u_6AHH3EL8I5oYbVEJG7eKQWcw4iu8Sg6KNasDhgoLWDvYePt71arCdsvPef6TXvamJX6M78WiO985hSQnO7c9wE6Qvh59b81Aez4GxdhEizVfq40ZdgdLKsmEfiBdRB_QPoAtYBDd&_guc_consent_skip=1791491936
- Rising diesel prices puts pressure on Pittsburgh-area farmers, transit agencies (CBS) https://www.yahoo.com/news/us/articles/report-claims-bay-area-commuters-004757093.html?guce_referrer=aHR0cHM6Ly93d3cuZ29vZ2xlLmNvbS8&guce_referrer_sig=AQAAAC0rm6LyNSbbX9gPJYstNVun5Wi8nJDaT4u_6AHH3EL8I5oYbVEJG7eKQWcw4iu8Sg6KNasDhgoLWDvYePt71arCdsvPef6TXvamJX6M78WiO985hSQnO7c9wE6Qvh59b81Aez4GxdhEizVfq40ZdgdLKsmEfiBdRB_QPoAtYBDd&_guc_consent_skip=1791491936
- Safe Transit Act Proposes New Security Requirements for Federal Transit Funding (Metro) https://www.metro-magazine.com/news/safe-transit-act-proposes-new-security-requirements-for-federal-transit-funding
- St. Louis Metro to launch single-car pilot, aims to increase efficiency and reduce costs (Mass Transit) https://www.masstransitmag.com/rail/news/55407136/bi-state-development-agency-of-the-missouri-illinois-metropolitan-district-st-louis-metro-st-louis-metro-to-launch-single-car-pilot-aims-to-increase-efficiency-and-reduce-costs

Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee

October 9, 2026 **Agenda Item 3a-26-2089**

2026 Legislative Scorecard

Subject:

Comparison of MTC's and ABAG's Joint 2026 Advocacy Program with legislative outcomes in the 2026 state and federal legislative sessions.

Overview:

The 2026 state legislative session was shaped by affordability concerns, continued budget constraints, and federal funding and policy uncertainty. MTC-ABAG's advocacy focused on securing a Bay Area transit loan to mitigate near-term service cuts at BART, SF Muni, AC transit and Caltrain, advancing our co-sponsored sustainable communities strategy (SCS) modernization bill, SB 1087 (Cabaldon), securing dedicated funding for the Bay Area Housing Finance Authority (BAHFA), protecting transit and housing funding amid unexpected changes to the state's Cap-and-Invest program and supporting policies and programs to advance Plan Bay Area 2050. This memo highlights key legislative outcomes in 2026.

SB 1087 (Cabaldon): Sustainable Communities Strategies Modernization

MTC-ABAG co-sponsored SB 1087 (Cabaldon) with our Big 4 metropolitan planning organization (MPO) partners to modernize the SCS statute. The measure, which was signed by the Governor on September 30, advances multiple statutory changes to achieve the agencies' three objectives and garnered support from more than 80 organizations, including housing advocates, environmental organizations, business associations and county transportation agencies.

Transportation Funding

MTC's highest transportation funding priority this legislative session was securing funding for transit operations and capital programs. In January, Governor Newsom, the Department of Finance (DOF) and MTC reached an agreement on a $590 million transit operating loan to avert major service cuts at BART, SF Muni, AC Transit and Caltrain via the early action transportation trailer bill Assembly Bill (AB) 117.

Transit Funding from Cap-and-Invest

Cap-and-Invest funding was the other major focus of transportation budget advocacy. The Cap-and-Invest expenditure plan was developed amidst a constrained funding environment, which contributed to negotiations extending until late August. One factor contributing to the limited funding availability was the California Air Resources Board's (CARB) May 29, 2026, adoption of amendments to the Cap-and-Invest program, which reduced projected Greenhouse Gas Reduction Fund (GGRF) revenues beginning in 2027.

Despite this constrained funding environment, the final budget package included a $420 million augment for SB 125 and Cap-and-Invest "Tier 3" programs, including the Affordable Housing and Sustainable Communities Program (AHSC), Transit and Intercity Rail Capital Program (TIRCP), and Low Carbon Transit Operations Program (LCTOP). Of this, $230 million was directed for transit via SB 125, a top Bay Area priority. The Bay Area's share is dedicated by MTC for BART Transbay Core Capacity and BART to Silicon Valley Phase 2.

Other Cap-and-Invest Funding

The final budget also included modest augments to AHSC and the AB 617 Community Air Protection Fund, but not TIRCP or LCTOP, and forecasts a higher *baseline* for GGRF funding compared to the adopted FY 2026-27 budget, reflecting stronger-than-expected auction proceeds from the most recent Cap-and-Invest program auction.

BAHFA Funding

MTC-ABAG formed a coalition with the Los Angeles and San Diego regional housing finance authorities to advocate for $32 million from the state's General Fund for the three **r**egional housing funding agencies, with strong support from more than 90 organizations. The final budget appropriated $17.25 million, with $6.75 million provided for BAHFA to support its new mixed-income financing loan program, expand the Doorway Housing Portal and generally support "large scale solutions" to the Bay Area's housing challenges.

State Housing Bond

The MTC-ABAG-supported SB 417, the Veterans and Affordable Housing Bond Act placed an $11.25 billion bond on the November 2026 ballot as Proposition 1 (also supported by MTC-ABAG). If approved by voters, BAHFA will be eligible to administer a portion of a new $200 million Community Anti-Displacement and Preservation Program. SB 1091 (Caballero)

authorizes that eligibility and provides further details for how the preservation program will work. In addition, BAHFA may also be eligible to access the $200 million Local Housing Trust Fund Matching Grant program.

Other Affordable Housing Funding

To fill the gap before bond funds may become available, the FY 2026-27 state budget appropriated $500 million to the Low Income Housing Tax Credit program, $200 million to the Multifamily Housing Program, and $100 million to a disaster rebuilding fund. The Homeless Housing, Prevention and Assistance Program (HHAP) also received $900 million for grants to local agencies.

MTC-ABAG Position Bills

MTC-ABAG took positions on eight new policy bills and sustained engagement on four "two-year" bills which were originally introduced in 2025. Of those 12 bills, MTC and/or ABAG supported nine bills and opposed three. Seven of the bills the agencies supported were enacted, one was merged into another bill, and one was held in committee. The three bills we opposed died in committees. In addition, MTC-ABAG provided technical assistance on more than a dozen bills, including the early budget action on the Bay Area transit loan, and bills related to e-bikes, active transportation, tolling, and Regional Housing Needs Allocation guidelines.

Federal Advocacy

MTC continued to advocate for inclusion of our surface transportation reauthorization priorities in the next surface transportation bill, including sustaining the Bay Area's transportation formula funds. MTC also secured introduction of the Accelerating Demonstration Approaches for Protecting Transportation (ADAPT) Assets Act (H.R. 8653), sponsored by Congressman John Garamendi and Congressman Mike Thompson, which would authorize up to $10 billion to fund up to 10 nationally or regionally significant resilience demonstration projects.

The attached Legislative Scorecard provides more detail on these and other 2026 priorities.

Recommendation:

Information

Issues:

None identified.

Attachments:

- Attachment A: 2026 Legislative Scorecard (Advocacy Program Goals vs. Outcomes)

Andrew B. Fremier

METROPOLITAN TRANSPORTATION COMMISSION

ASSOCIATION OF BAY AREA GOVERNMENTS

2026 LEGISLATIVE SCORECARD

State Advocacy Objectives and Goals

1. **Transportation Funding:** Advocate for resources to support the implementation of Plan Bay Area 2050+, including sustaining and, where possible, increasing funding to operate and maintain the transportation network, improve the transit rider experience, support transit modernization and expansion, improve multimodal transportation options and enhance the resilience of our transportation network.

   Given the state's constrained fiscal outlook, focus on protecting prior-year state commitments to transit. This includes ensuring the $5.1 billion multi-year SB 125 transit funding package remains intact (nearly $700 million in remaining Greenhouse Gas Reduction Fund (GGRF) allocations are committed through FY 2027-28); continuing to support a successful state loan for Bay Area transit operations, as described in the 2025 budget bills; and advocating that the Legislature fulfill the statutory dollar amounts for transit and housing programs prescribed in the in the Cap-and-Invest (formerly "Cap and Trade") expenditure plan.[1] Further, coordinate with the California Transit Association and other partners to extend through FY 2028-29 the pandemic-era "hold harmless" provisions for calculating and allocating State Transit Assistance (STA) revenue-based funds as well as extending statutory relief from Transportation Development Act (TDA) farebox requirements.[2]

   Regarding increasing Bay Area transportation funding, work with statewide partners to lay the groundwork to support sustainable, long-term state investment at the scale identified in the California Transportation Commission's 2025 State and Local Transportation Needs Assessment. Additionally, pursue opportunities to secure resources from the $125 million proposed set-aside of GGRF funds in FY 2026-27 for transit passes to expand Clipper® BayPass access for Bay Area community college students, which could significantly improve mobility for low-income students and grow transit ridership. If the California High Speed Rail Authority pursues a 2026 legislative

[1] SB 125 allocated the funds TO regional transportation planning agencies (MTC in the Bay Area) to distribute the funds within their regions. The Commission dedicated the Bay Area's share to help sustain transit service through summer 2026 and to honor prior year funding commitments to two major transit capital projects: BART to Silicon Valley Phase II and BART Transbay Core Capacity.

[2] This extension provides time for Bay Area self-help measures and other revenue-stabilization efforts to take effect as well as for the state to replace the outdated TDA farebox requirements with modernized performance measures.

package that re-opens discussions about the overarching program, support expanding eligibility for Bay Area "bookend" projects to secure funding from within the GGRF-funded high-speed rail set-aside. (Note: This policy is consistent with MTC-ABAG's 2025 Cap and Trade Extension Advocacy Principles.)

Outcomes:

MTC's highest transportation funding priority this legislative session was securing funding for transit operations and capital programs. In January, Governor Newsom, the Department of Finance (DOF) and MTC reached an agreement on a $590 million transit operating loan to avert major service cuts at BART, SF Muni, AC Transit and Caltrain via Assembly Bill (AB) 117. The legislation prescribes a 12-year repayment term, with interest-only repayments for the first two years (a variable rate tied to the state's Surplus Money Investment Fund). It further provides that the loan repayment is secured by each operator's "revenue-based" share of State Transit Assistance formula funds. The bill directs MTC to issue the loans using state funds awarded but not yet allocated for Bay Area projects by the California State Transportation Agency (CalSTA) through the state's Transit and Intercity Rail Capital Program (TIRCP). Because many transit capital projects have long construction timelines and TIRCP is continuously replenished through annual SB 1 and Cap-and-Invest appropriations, the loan structure is intended to minimize risk to project schedules.

Unfortunately, due in part to regulations adopted by the California Air Resources Board's (CARB) in May 2026, Cap-and-Invest auction proceeds are projected to be $1.6 billion lower than assumed in last year's Cap-and-Invest reauthorization SB 840 (Límon, 2025). This resulted in reduced revenue available for SB 125 and so-called "Tier 3" programs, including the Affordable Housing and Sustainable Communities Program (AHSC), Transit and Intercity Rail Capital Program (TIRCP), and the Low Carbon Transit Operations Program (LCTOP). The Legislature and administration also shifted $1.15 billion for CalFIRE operations from the General Fund to the GGRF, significantly constraining GGRF resources available for Tier 3 programs.

Despite this, the final budget package (AB 113) includes an appropriation of $230 million in Cap-and-Invest funds for transit via SB 125, consistent with the previously agreed to amount. This was a Bay Area priority and the Bay Area's share of the funds has been programmed by MTC for BART to Silicon Valley Phase 2 and BART Transbay Core Capacity. The package also included modest augments to targeted "Tier 3" programs, including the agricultural conservation component of AHSC (see item 2).

In its final budget negotiations, the Legislature adopted SB 193 which will direct interest earned on GGRF and prior-year carryover funds to the GGRF expenditure plan beginning in FY 2027-28. Interest earned and carryover generally total in the hundreds of millions of dollars and could provide an important source of future Tier 3 funding.

Regarding COVID-era statutory relief for transit agencies, the June transportation trailer bill (SB 169) included a one-year extension of TDA farebox recovery relief. However, the bill does not include a hold harmless provision for STA revenue-based calculations. MTC staff estimate

that the regionwide impact will be minimal; the Bay Area's share of STA revenues is projected to decline from 54% to 52%, but some operators (especially BART and SF Muni) are expected to see notable reductions while others, including Caltrain and Golden Gate Transit, are projected to receive proportionately more funds.

Additionally, SB 741 (Blakespear) streamlines and updates LCTOP program administration. Encouragingly, it permanently extends the allowance for LCTOP to be used for maintaining (in addition to expanding) transit service and fare programs and simplifies program administration to mirror the Senate Bill 1 State Transit Assistance - State of Good Repair program.

Efforts to advance Bay Area high-speed rail "bookend" projects were unsuccessful. SB 1411 (Stern), which MTC adopted a "support and seek amendments" position on, would have removed barriers for the California High Speed Rail Authority to fund "early works" projects outside the Merced to Bakersfield segment, including those in the Bay Area. The bill ultimately died in committee.

2. **Housing Funding and Housing-Supportive Policies:** Support the ambitious housing goals of Plan Bay Area 2050+ by advocating for funding and policies that support increased housing production for people of all incomes — including lowering construction costs — and affordable housing preservation, as well as additional resources for local government for housing planning purposes. Support resources for regions and local governments to invest in associated infrastructure to help build complete communities, including the GGRF advocacy described in item #1, and support policies aimed at improving housing affordability and protecting tenants and low-income communities from displacement.

   Pursue funding to enable the Bay Area Housing Finance Authority (BAHFA) to sustain its current programs and support the launch of a self-sustaining lending program. Additionally, support regional efforts to lay the groundwork for a future regional housing measure, including preparing for legislation to update BAHFA's statute in 2027.

   Outcomes: MTC-ABAG formed a coalition with the Los Angeles and San Diego regional housing finance authorities to advocate for $32 million from the state's General Fund for the three agencies, with strong support from more than 90 organizations in the three regions. SB 113, the "budget bill junior," appropriated $17.25 million for the three agencies. Of this, $6.75 million is earmarked for BAHFA to support its new mixed financing loan program, expand the Doorway Housing Portal and fund large-scale housing solutions. Assemblymember Wicks and Senators Arreguin and Becker each dedicated a portion of their district project funds to reach the $6.75 million.

   MTC-ABAG supported SB 417, the Veterans and Affordable Housing Act, which placed an $11.25 billion bond on the November 2026 ballot as Proposition 1, which MTC-ABAG have also supported. If voters pass the bond, BAHFA will be eligible to administer a portion of a new $200 million Community Anti-Displacement and Preservation Program, which is authorized by SB 1091 (Caballero). In addition, BAHFA may also be eligible to access the $200 million Local Housing Trust Fund Matching Grant program.

   To fill the gap before bond funds will start flowing if Proposition 1 is approved, the state budget appropriated $500 million to the Low Income Housing Tax Credit program, $200 million to the Multifamily Housing Program, and $100 million to a disaster rebuilding fund. The Homeless Housing, Prevention and Assistance Program (HHAP) also received $900 million for grants to local agencies.

Regarding GGRF advocacy, the AHSC program was strained due to the overall reduced GGRF revenue available. While MTC-ABAG and statewide coalition partners sought an augment to bring it up closer to the $800 million SB 840 funding target, it is anticipated to receive $190 million for its base program in FY 2026-27. The final budget package (AB 113) provided an additional $50 million for AHSC's new agricultural conservation component (described below), bringing the total program to $240 million.

Additionally, the June housing trailer bill (SB 179) and the Cap-and-Invest trailer bill (SB 193) codified the Governor's proposal to split AHSC into two distinct subprograms – 70% of the funding for an affordable housing program to be administered by the newly created Housing Development and Finance Committee and 30% to the "sustainable communities and agricultural conservation" sub-program, of which no less than 1/5 and no more than 1/3 of sub-program funding must be directed to agricultural conservation.

MTC-ABAG also supported SB 750 (Cortese) to require the California Housing Finance Agency to study potential credit enhancement mechanisms to reduce borrowing costs and ABAG opposed SB 979 (Strickland), which would have subjected Regional Housing Needs Allocations to judicial review. The former was enacted. The latter failed in its first policy committee.

3. **REAP 3.0:** Partner with the California Association of Councils of Governments (CALCOG) and regional partners to pursue a third round of Regional Early Action Planning Grants, i.e., "REAP 3.0." This third iteration of the successful REAP program should provide flexible, formula-based funding to MTC and other metropolitan planning organizations to support implementation of Sustainable Communities Strategies (SCS) — Plan Bay Area 2050+ in the Bay Area. Funding should be eligible for planning and technical assistance for local government partners in developing RHNA Cycle 7 housing elements (similar to REAP 1) as well as the expanded implementation activities eligible under REAP 2, including projects and programs that accelerate infill development, reduce vehicle miles traveled, increase housing supply, or otherwise carry out the strategies identified in each region's SCS.

   Outcomes: MTC-ABAG co-sponsored SB 1087 (Cabaldon) with our Big 4 MPO partners to modernize the statute governing sustainable communities strategies (SCSs). (See item 4). As part of the bill, the co-sponsors explored the option of dedicating the 30% of the Affordable Housing and Sustainable Communities program the Governor had proposed be directed to sustainable communities to MPOs for SCS implementation. The funding would have been distributed to regions via a formula based on future housing need, projected population, and transit use, using the STA revenue-based formula as a proxy. However, budget dynamics and other considerations made that approach infeasible.

4. **SB 375 Modernization:** Partner with CALCOG, metropolitan planning organizations (MPO), and other state and local partners to modernize California's regional transportation and land use planning framework — as established by SB 375, the Sustainable Communities and Climate Protection Act of 2008 — to better support progress toward the suite of state and regional environmental, housing and transportation-related goals, including, but not limited to, greenhouse gas (GHG) emissions reductions. Co-sponsor legislation to modernize the sustainable communities strategy (SCS) statute and participate in the California State Transportation Association (CalSTA)-led task force to ensure alignment between legislative and administrative efforts that could be implemented after 2026. Advocate for legislation and administrative changes consistent with the following overarching goal and objectives:

Goal: Support MTC-ABAG in crafting and implementing a Sustainable Communities Strategy that balances and advances climate, equity, mobility and affordability goals to improve quality of life for all Bay Area residents.

Objectives:

1. **Streamline SCS Development and Increase Capacity for Implementation:** The process of developing the SCS should be more efficient so regions can devote more resources toward developing and implementing programs that deliver real-world results to advance housing, transportation, and climate goals.
2. **An SCS that Reflects a Balanced Set of Goals:** California and its metropolitan regions have many important goals, from reducing GHG emissions to increasing housing affordability, to improving mobility and making it safer to travel around the region. State law should provide regions with greater flexibility to balance these goals.
3. **A Stronger State Partner in Implementation:** Strengthen the state–regional partnership by providing regions with more direct funding to implement projects and programs consistent with the SCS (i.e. REAP 3.0), better aligning state-directed investments with the regional plan, and updating other laws and policies to empower regions and other partners to implement strategies like pricing, speed enforcement, and/or other policies to implement the SCS.
4. **The Sustainable Communities Strategy Should Earn Trust and Drive Action:** A bill to modernize SB 375 should ground planning and policy requirements in real-world data and trends to enhance trust in the SCS as a roadmap for real investments and decisions.

Outcome: MTC-ABAG co-sponsored SB 1087 (Cabaldon) with our Big 4 MPO partners to modernize the SCSs statute in line with the four objectives above (later consolidated to three by merging 1 and 3). The bill garnered support from more than 80 organizations, including housing advocates, environmental organizations, business associations and county transportation agencies. The final bill made progress on all three objectives, most significantly:

1. Extends the planning cycle from four years to eight, imposes meaningful time limits on the state's review process, and improves alignment between regional plans and state transportation expenditures.
2. Requires the California Air Resources Board (CARB) to consider multiple state laws and goals when setting regions' targets, including fair housing, affordability, climate resilience and more.
3. Establishes a more transparent and inclusive CARB process for developing plan guidelines and setting regional GHG targets and allows the SCS to fully reflect the ongoing fleet transition to electric vehicles.

Governor Newsom signed the bill on September 30th.

5. **Regional Housing Needs Determination (RHND) and Regional Housing Needs Allocation (RHNA):** Monitor proposals and engage in

discussions related to statutory updates that would impact future Bay Area RHNA cycles. Advocate for updates that are:

1. Aligned with Plan Bay Area 2050+'s guiding principles and housing goals, as well as ongoing discussions related to regional planning updates (see Item 3);
2. Structured to empower regions to balance competing goals related to housing, equity, climate, resilience, economic vitality and environment, including the unique needs and constraints of unincorporated communities;
3. Consistent with Item 4, including supporting resources for regions to continue to support local government partners in meeting their RHNA goals; and
4. Implementable at both the regional and local levels.
5. Structured to increase transparency related to the Department of Housing and Community Development's use of Department of Finance population projections and other adjustments in the preparation of the RHND.

Outcomes: This was a light year in the Legislature for RHND/A bills. MTC-ABAG provided technical assistance to Assemblymember Papan's office on AB 2296, which aims to minimize housing element approval delays due to Department of Housing and Community Development capacity challenges. The bill does so by requiring ABAG and other councils of governments to complete their RHNA methodology and allocation plan six months earlier, starting with RHNA Cycle 7 (or Cycle 8 in regions already underway in their RHND process). Staff coordinated with the author's office to integrate into the bill a two-year extension of Bay Area jurisdictions' housing element due dates, which would have given cities and counties additional time to complete their housing elements without impacting ABAG's RHNA schedule. Unfortunately, that amendment was not included in the bill. As a result, ABAG's Cycle 7 work must be completed on a compressed timeline and alignment with Plan Bay Area 2060+ will be more challenging. MTC-ABAG also provided technical assistance to Senator Allen's office on SB 715 to modify RHNA based on the location of very high fire severity zones, among other changes. AB 2296 was signed by Governor Newsom, while SB 715 was amended to address an unrelated issue.

6. **Transportation System Effectiveness:** Advocate for policies that sustain and improve the effectiveness and service delivery of the Bay Area's transportation system, including Bay Area Toll Authority (BATA) toll bridge operations, FasTrak®, Clipper®, Freeway Service Patrol, Bay Wheels (bike share), Express Lanes, high-occupancy vehicle lanes, bus-only lanes and other transit priority improvements that help move buses out of traffic. Explore opportunities to increase FasTrak and Clipper usage (including Express Lanes START SM and Clipper START SM), including through exploring partnerships with state agencies to increase usage of Bay Area means-based discount programs and/or expanding the ability of transportation agencies to better communicate with their customers.

Outcomes:
The Legislature considered two tolling bills this year, AB 334 (Petrie Norris) and AB 2372 (Hoover). AB 334, which was introduced in 2025 with MTC's support, would have authorized interstate tolling interoperability. Ongoing privacy concerns raised by committee staff led to substantial amendments that prevented the bill from achieving its original purpose and the bill ultimately died. AB 2372 (Hoover),

will provide a toll exemption for private ambulances while responding to emergencies, mirroring toll provisions applicable to public ambulances.

Regarding transit system effectiveness, MTC supported AB 1837 (Gonzalez), co-sponsored by the California Transit Association, which extends the existing authorization for transit agencies to install forward-facing automated parking cameras to combat the issue of cars parked in bus lanes and help ensure transit reliability. This authorization - originally enacted in 2022 – was set expire on January 1, 2027.

7. **Improving the Transit Rider Experience:** Support policies and funding aimed at ensuring public transit is an affordable, reliable, safe and convenient transportation option that is provided equitably and accessibly. This includes supporting funding opportunities consistent with Item #1 to implement programs and policies to create a more user-friendly, connected Bay Area transit network that better serves existing transit riders and attracts new riders to transit in line with the Bay Area Transit Transformation Action Plan (Action Plan) adopted by the Blue Ribbon Transit Recovery Task Force. Additionally, support policies that show promise to remove barriers to timely Action Plan implementation, including related to fare coordination and integration, real-time transit and other customer information initiatives, and transit priority. See Item #6 regarding Clipper START.

   Outcomes: This was not a topic of significant legislative attention this session, though Governor Newsom in June 2026 released Executive Order (EO) N-7-26 related to public transit. The EO directs CalSTA, Caltrans and the California Transportation Commission to implement recently enacted laws and recommendations from the statewide SB 125 Task Force related to transit priority, among other items. The order includes direction related to integrating transit priority into state needs assessments that can later inform the State Highway Operation and Protection Program, technical assistance, design guidance, and updates to certain state funding program guidelines.

   Legislatively, AB 1599 (Ahrens) requires Caltrans to create the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops.

8. **Transportation Project Delivery:** Monitor legislation related to transportation project delivery and support strategies to speed up the delivery of transportation projects and reduce their cost, including expanding flexibility in contracting and public private partnerships.

   Outcomes: MTC supported two successful bills that would help advance major capital projects in the Bay Area, SB 1375 (Cortese) and AB 2308 (Haney). SB 1375 provides a CEQA exemption for urban intermodal rail projects if they meet certain criteria. Under this bill, the Diridon Station program or projects would qualify for a CEQA exemption, as it will also undergo review pursuant to the National Environmental Policy Act (NEPA) as a planned recipient of federal funds. Additionally, the Transbay Joint Powers Authority (TJPA) sponsored AB 2308, which allows TJPA to enter into an agreement with the successor agency to the Redevelopment Agency of the City and County of San Francisco to extend the existing pledge of net property tax increment for Transbay-related infrastructure financing.

9. **Climate, Resilience and Environment:** Support funding and policy strategies to help achieve and better coordinate state, regional and

local climate and conservation goals, including providing regional technical assistance to advance sea level rise adaptation and protecting the San Francisco Estuary through implementing the Estuary Blueprint and other San Francisco Estuary Partnership work; advancing energy efficiency and decarbonization, including through supporting the Bay Area Regional Energy Network (BayREN) and ABAG POWER; and improving the Bay Area's resilience to natural hazards and the impacts of climate change, including earthquakes, sea level rise, heat and fire.

Outcomes: ABAG opposed AB 2508 (Hoover), which proposed to eliminate the ratepayer-based funding stream for energy efficiency programs, such as BayREN, and replace it with funding from the Greenhouse Gas Reduction Fund, subject to annual appropriation. This bill did not advance.

10. **Other Plan Bay Area 2050+ Implementation:** Consistent with Item 4, advocate for policies and funding tools that support regions in implementing state-mandated sustainable communities strategies (SCS), including support for policies that improve safety, active transportation and other strategies in the Plan Bay Area 2050+ Implementation Plan.

    Explore revisions to the Innovative Clean Transit (ICT) rule that would allow Bay Area transit partners to better balance the sometimes-competing priorities of state of good repair, safety, service and zero emission fleet transition. Consider updates that allow transit operators to seek multi-year exemptions from zero-emission purchase requirements if doing so is necessary to sustain or grow transit ridership. Such revisions would recognize that, in some cases, service improvements may deliver larger near-term greenhouse gas reductions than early fleet turnover.

    Outcomes: The Legislature was especially interested in updating regulations for electric bicycles (e-bikes) this year, with dozens of bills introduced on the topic. MTC evaluated legislative proposals by their ability to balance safety risks and sustainable mobility goals. MTC supported SB 1167 (Blakespear), which takes a targeted approach by clarifying regulations for higher-risk and more dangerous devices without imposing new restrictions on low-speed, low-power class 1 e-bikes. The bill was enacted.

    Regarding funding, the Legislature passed the constitutional amendment, Assembly Constitutional Amendment (ACA) 22, which appears on the November 2026 ballot as Proposition 43. If passed, beginning January 1, 2027, local special taxes proposed via citizen initiative would require two-thirds voter approval – the same threshold that currently applies to special taxes placed on the ballot by local governments. The measure could significantly change the landscape for future local revenue measures.

    Lastly, revising the Innovative Clean Transit (ICT) regulation did not rise to the top of the legislative and policy agenda this year. Rather, the focus was on preserving transit funding to support the transition to zero-emission fleets, including programs such as SB 125, TIRCP, and LCTOP.

Federal Advocacy Objectives and Goals

1. **Transportation Funding:** Secure federal investment in Bay Area transportation infrastructure consistent with Plan Bay Area 2050+ and pursue federal funding consistent with MTC's Bay Area Infrastructure Grants Strategy and Major Project Advancement Policy, both of which outline the region's transportation project priorities for federal funding.

   Outcomes: Congress continued to provide transportation funding consistent with the levels established in the 2021 Infrastructure Investment and Jobs Act (IIJA), preserving significant federal investment in core formula and competitive transportation programs through the final year of the law.

   For competitive grants, however, the Trump Administration made significant changes to program priorities and evaluation criteria during 2026. These changes materially altered the competitive funding landscape from the one contemplated when MTC adopted the Bay Area Infrastructure Grants Strategy, which was developed based on the programs and priorities established under IIJA in 2021.

2. **Housing Funding:** Advocate to protect and enhance federal support for affordable housing and homelessness prevention, including, but not limited to, retaining policies designed to maximize the use of the federal Low Income Housing Tax Credit program, continued funding of housing vouchers (e.g., Section 8 Housing Choice Vouchers, HUD-VASH, etc.) and continued federal funding commitments towards permanent housing solutions.

   Outcomes: Congress maintained funding for core federal housing programs important to the Bay Area, supporting full renewal of existing housing vouchers and homelessness assistance, as well as some new vouchers and assistance. Congress also maintained level funding for the Community Development Block Grant (CDBG) and HOME programs and provided $50 million for the PRO Housing grant program, which MTC-ABAG advocacy helped establish.

   Additionally, In July 2026, Congress passed the bipartisan Road to Housing Act, which is the first housing legislative package passed by the federal government in decades. The bill provides modest new federal tools to support housing production and affordability, including allowing CDBG funds to be used for new housing construction and expanding flexibility in the HOME program. It also aims to support local governments in removing barriers to housing development by authorizing Congress to fund new grant programs to help communities streamline permitting and adopt pre-approved housing designs, among other provisions.

3. **Surface Transportation Reauthorization:** Advocate for a federal transportation reauthorization platform for the next multi-year federal surface transportation program consistent with the priorities below. Engage with local, regional, state and national partners to build a coalition to support MTC reauthorization priorities in advance of the IIJA's expiration on September 30, 2026.

   A. **Ensure the Bay Area's federal transportation funding remains stable:** Our top priority is to keep Bay Area federal transportation dollars at least level by sustaining and, where possible, increasing Highway Trust Fund (HTF) support for the core highway and transit formula programs. This includes avoiding steep cuts for California and the Bay Area by sustaining bridge and transit state of good repair (SOGR) formula funding in the surface transportation authorization. The Federal Transit Administration (FTA) Capital Investment Grant (CIG) program also provides multiyear commitments that are essential for the Bay

Area's priority transit system modernization and expansion projects. (See C.)

B. **Prioritize highway and transit formulas:** The 2021 infrastructure law — the Infrastructure Investment and Jobs Act — paired a federal surface transportation authorization with an economic stimulus package that, together, provided an unprecedented scale of federal transportation investment. As Congress considers a narrower reauthorization, it should prioritize formula funds, which provide the certainty states and regions need to plan, deliver and maintain major projects. Predictable funding levels are essential to make progress on national priorities like safety, state of good repair, and congestion relief. These shared goals require tailored solutions, and states and regions are best positioned to identify and prioritize the solutions that will be most effective. Formula funding enables local decision-making, while minimizing administrative burdens across all levels of government. Notably, discretionary programs remain important for funding nationally significant projects that are too large for formulas and for testing new ideas (See C and D). However, the vast majority of federal transportation funding should be distributed by formula.

C. **Federal Transit Administration's Capital Investment Grant Program:** Sustain federal investment in the CIG program, which is vital to completing the next generation of Bay Area transit expansion projects. BART to Silicon Valley, Phase II, The Portal and the Valley Link Rail Project, Phase I — which are all awaiting full funding grant agreements through CIG — will improve rail connectivity into our major population and jobs centers. The projects are also projected to create more than 150,000 jobs nationwide. Continued federal partnership will keep this suite of projects on track to deliver tremendous benefits for riders, workers, and businesses nationwide.

D. **Establish a Resilient Regions Challenge:** Break down barriers to hardening our nation's infrastructure by creating a new Resilient Regions Challenge program to fund a limited number of large-scale demonstration projects that protect critical infrastructure, streamline interagency coordination, expedite project completion and provide a national blueprint for cost-effective disaster preparedness. In the Bay Area alone, an estimated $90 billion in additional funding is needed just to protect the shoreline from flooding through 2050. States and regions nationwide face similar resiliency needs, but funding is siloed there's no clear framework to coordinate permitting and project approvals across agencies. Federal investment and guidance are needed to ensure faster delivery of infrastructure improvements to prepare the nation for natural disasters that put critical infrastructure, local economies and millions of lives at risk.

E. **Improve Project Delivery and Transportation System Effectiveness:** Enhance flexibility in federal policy and funding implementation to remove barriers and accelerate projects getting to construction. Policy updates like expanding at-risk project pre-agreement authority, allowing regions to adopt six-year (vs. four-year) Transportation Improvement Programs and clarifying eligibility for regional advance mitigation can reduce project delivery costs and accelerate construction timelines while maintaining environmental and health and safety safeguards. Also, retain and, where possible, increase flexibility for states and local governments to improve transportation system effectiveness through deploying the latest technology and best practices.

Outcomes: The House Transportation and Infrastructure (T&I) Committee approved its surface transportation reauthorization proposal,

the BUILD America 250 Act, or H.R. 8770, in May 2026. The bill increases HTF support for the federal highway and transit programs, including the Section 5337 State of Good Repair program and creating a new bridge formula program, to roughly offset the expiration of IIJA highway and transit formula advance appropriations. It also increases by approximately 10 percent other core transit formula programs which help fund MTC's Transit Capital Priorities program and provides modest growth for the core highway formula programs that support MTC's One Bay Area Grant program and metropolitan planning activities. Less favorable provisions include elimination of the Carbon Reduction Program (a portion of which is suballocated to MTC for distribution) and the PROTECT formula program.

Overall, the House bill prioritizes highway and transit formula programs. Regarding the myriad competitive grant programs funded through the IIJA, some programs are retained, including Safe Streets and Roads for All and federal bus grant programs, while others are consolidated or restructured, including bridge programs and grants for nationally and regionally significant projects. Notably, the bill ends the $66 billion in discretionary rail funding approved through the IIJA.

The bill also clarifies federal highway funding eligibility for regional advance mitigation, which could remove a barrier to advancing the Bay Area's Regional Advance Mitigation Planning (RAMP) conservation strategy. RAMP links transportation project mitigation investments to high-impact, time-sensitive conservation priorities. It also expands "at-risk" preagreement authority beyond construction to include activities such as planning, Safe Routes to School education campaigns, climate outreach, and right-of-way acquisition once environmental clearance is obtained. This modest change would enable delivery of federal highway projects two to three months faster without compromising environmental protections.

The Senate has not yet released the chamber's reauthorization proposal. On September 1, Congress approved a short-term extension of the current policy and IIJA base funding levels (excluding advanced appropriations) through December 11, 2026. This provides time for Congress to continue their work on a long-term surface transportation law.

4. **Climate, Resilience and Environment:** Monitor developments related to executive orders and administrative actions regarding climate, resilience, and environmental policy. Advocate for federal policies and funding to advance the Bay Area's efforts to improve air quality and health outcomes and make our regions and transportation network resilient to flooding, wildfires, earthquakes, and rising sea levels. Further, advocate for funding and policies that protect the San Francisco Estuary and support sea-level rise adaptation, including securing funding for the U.S. Environmental Protection Agency San Francisco Bay Program Office and the reauthorization of the National Estuary Program.

   Outcomes: On May 4, 2026, Congressman John Garamedi and Congressman Mike Thompson introduced MTC's proposed Accelerating Demonstration Approaches for Protecting Transportation (ADAPT) Assets Act (H.R. 8653), which would authorize up to $10 billion to fund up to 10 nationally or regionally significant resilience demonstration projects. The aim of the bill is to provide the funding and delivery framework needed to move large-scale resilience projects from planning to completion, consistent with item 3D in our federal surface transportation reauthorization priorities. Projects must involve delivery challenges or barriers that are not routinely addressed

through existing surface transportation programs *and*, if resolved, could serve as a model for other projects. Congressman Garamendi submitted the ADAPT Assets Act to the House Transportation Committee surface transportation reauthorization bill as an amendment, but it was not included in the Committee-passed bill.