



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/j/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/j/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

- 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

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](#)
 - [3aj_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.

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. Giacomini*+, 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-Baptiste called the meeting to order at 10:13 a.m.

Non-Voting Member Present: Dorene M. Giacomini, MTC

Members Giacomini 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 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 regional 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)

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is written in a cursive, flowing style.

Andrew B. Fremier

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 (Limon, 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 STARTSM and Clipper STARTSM), 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.