

Meeting Agenda

Joint MTC ABAG Legislation Committee

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

Friday, June 12, 2026

9:45 AM

Board Room - 1st Floor

This meeting shall consist of a simultaneous teleconference call at the following location(s):
District Office of Supervisor Mashburn, 675 Texas Street, District 5 Office 6025, Fairfield, CA
94533

Le Meridien Washington, DC, The Madison, 1177 15th Street, Executive Boardroom, 2nd floor,
NW, Washington, DC 20005 (Ezzy Ashcraft)

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 Zoom at the following link or phone number. 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.

Attendee Link: <https://bayareametro.zoom.us/j/81526985956>

iPhone One-Tap: US: +16699006833,,81526985956#

Join by Telephone (for higher quality, dial a number based on your current location) US:
888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 815 2698 5956

International numbers available: <https://bayareametro.zoom.us/u/ketKdxvHj>

All standing committee meeting agendas may also be accessed on

- MTC's website here: <https://mtc.ca.gov/meetings-events>

- On Legistar here: <https://mtc.legistar.com/Calendar.aspx>

Detailed instructions on participating via Zoom are available here:

<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.

Clerks: Brittny Sutherland / Martha Silver

Roster

**Eddie Ahn, Candace Andersen, Pat Burt, Pamela Campos,
Ken Carlson (Chair), Noelia Corzo, Betty Duong, Pat Eklund, Marilyn Ezzy Ashcraft,
Dorene M. Giacomini*+, Alicia John-Baptiste (Vice Chair), Matt Mahan, Mitch Mashburn,
David Rabbitt, Belia Ramos, Carlos Romero, Wanda Williams, and Vacant (MTC-1)**

***Non-Voting Member**

+Remote per Government Code s. 54953(c).

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.** [26-0579](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the May 8, 2026 Meeting

Action: Committee Approval

Attachments: [2a 26-0579 2026-05-08 Joint MTC ABAG Legislation Committee Meeting](#)

- 2b.** [26-0580](#) Legislative History

Detailed list of bills the ABAG and MTC are tracking in Sacramento, including those ABAG or MTC supports or opposes.

Action: Information

Presenter: Jadie Moar

Attachments: [2b 26-0580 Handout-June Legislative History.pdf](#)

3. Regional Legislation

- 3a.** [26-0725](#) June 2026 Primary Election Results

Overview of key local ballot measures related to transportation, housing and the environment.

Action: Information

Presenter: Rebecca Long

Attachments: [3a 26-0725 Summary Sheet Election Results.pdf](#)

4. State Legislation

- 4a.** [26-0709](#) Fiscal Year 2026-27 State Budget
- Update on fiscal year (FY) 2026-27 state budget negotiations, including an overview of the status of MTC-ABAG budget priorities.
- Action:** Information
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [4ai 26-0709 Summary Sheet State Budget Update June.pdf](#)
[4aii 26-0709 Attach A May LEGIS Comit Agenda Item 3a FY 2026-27 St](#)
[4aiii 26-0709 Attachment B Bay Area Caucus Budget Priorities Letter.pdf](#)
[4aiv 26-0709 Attach C CARB Cap and Invest Proposed Amend-MPOs-Tr](#)
[4av 26-0709 Attach D CARB Cap and Invest Proposed Amend Coalition I](#)
[4avi 26-0709 Attachment E CARB Letter from the Legislature.pdf](#)
[4avii 26-0709 Attachment F Sen-Cortese Letter to CARB.pdf](#)
[4aviii 26-0709 Attachment G Senate Oversight CARB Letter.pdf](#)
- 4b.** [26-0708](#) Senate Bill 1087 (Cabaldon): Transportation Planning: Sustainable Communities Strategies
- Update on MTC-ABAG’s co-sponsored bill to modernize Senate Bill 375, the 2008 law that added sustainable communities strategies to regional transportation plans.
- Action:** Information
- Presenter:** Julie Snyder
- Attachments:** [4bi 26-0708 Summary Sheet SB 1087 Cabaldon.pdf](#)
[4bii 26-0708 Attachment A-SB 1087 Known Positions.pdf](#)
- 4c.** [26-0710](#) Assembly Bill 2308 (Haney): Redevelopment Successor Agency Debt: City and County of San Francisco
- Allows the successor agency to the former Redevelopment Agency of the City and County of San Francisco to enter into agreements with the Transbay Joint Powers Authority (TJPA) and the City and County of San Francisco to extend pledges of net property tax increment for Transbay-related infrastructure financing.
- Action:** Support / Commission Approval
- Presenter:** Jadie Moar
- Attachments:** [4ci 26-0710 Summary Sheet-AB 2308.pdf](#)
[4cii 26-0710 Attachment A-AB 2308-List of Known Positions.pdf](#)

5. Federal Legislation

- 5a. [26-0711](#) MTC-ABAG 2026 Washington, D.C. Advocacy Trip
- Overview of MTC-ABAG's 2026 federal advocacy trip.
- Action:** Information
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [5ai 26-0711 Summary Sheet Washington D.C. Advocacy Trip.pdf](#)
[5aii 26-0711 Attachment A Surface Transportation Reauthorization Prioritie](#)
[5aiii 26-0711 Attachment B ADAPT Assets Act.pdf](#)
[5aiv 26-0711 Attachment C Housing Priorities and Update.pdf](#)
[5av 26-0711 Attachment D Bay Area Update.pdf](#)
- 5b. [26-0581](#) Washington, D.C. Legislative Update
- Report on key legislative, funding and political developments over the past month from Washington, D.C. prepared by the Summit Strategies team.
- Action:** Information
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [5b 26-0581 DC Report to MTC May 2026.pdf](#)

6. Information

- 6a. [26-0584](#) Release of the Draft MTC 2026 Public Participation Plan for the San Francisco Bay Area
- Overview of the draft 2026 MTC Public Participation Plan for the San Francisco Bay Area.
- Action:** Information
- Presenter:** Leslie Lara-Enríquez
- Attachments:** [6ai 26-0584 Summary Sheet Draft 2026 Public Participation Plan.pdf](#)
[6aii 26-0584 Presentation Attachment A Draft 2026 Public Participation Pl](#)
[6aiii 26-0584 Attachment B Draft 2026 MTC PPP June 2026.pdf](#)

7. 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.*

8. Adjournment / Next Meetings

The next meeting of the Joint MTC ABAG Legislation Committee will be held on Friday, August 14, 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 Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. 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 Committee 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: Committee 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 Committee members, key staff and others as appropriate. Copies will be available at the meeting.

Metropolitan Transportation Commission

Legislation Text

File #: 26-0579, **Version:** 1

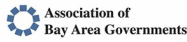
Subject:

Approval of Joint MTC ABAG Legislation Committee Minutes of the May 8, 2026 Meeting

Recommended Action:

Committee Approval

Attachments:



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, May 8, 2026

9:45 AM

Board Room - 1st Floor

Roster

Eddie Ahn, Candace Andersen, Pat Burt, Pamela Campos,
Ken Carlson (Chair), Noelia Corzo, Betty Duong, Pat Eklund, Marilyn Ezzy Ashcraft,
Dorene M. Giacopini*+, Alicia John-Baptiste (Vice Chair), Matt Mahan, Mitch Mashburn,
David Rabbitt, Belia Ramos, Carlos Romero, Wanda Williams, and Vacant (MTC-1)

*Non-Voting Member

+Remote per Government Code s. 54953(c).

Chair Ken Carlson called the meeting to order at 10:49 a.m.

1. Call to Order / Roll Call / Confirm Quorum

Present: 13 - Chair Carlson, Vice Chair John-Baptiste, Committee Member Ahn, Committee Member Andersen, Committee Member Burt, Committee Member Duong, Committee Member Eklund, Committee Member Ashcraft, Committee Member Mashburn, Committee Member Rabbitt, Committee Member Ramos, Committee Member Romero and Committee Member Williams

Absent: 3 - Committee Member Campos, Committee Member Corzo and Committee Member Mahan

Non-Voting Member Absent: Dorene M. Giacopini, MTC

Ex Officio Voting Member Present: Commission Chair Noack

The following noticed remote locations were open to the public: District Office of Supervisor Duong, 70 W. Hedding Street, East Wing, 10th Floor, San Jose, CA 95110; District Office of Supervisor Mashburn, 675 Texas Street, District 5 Office 6025, Fairfield, CA 94533; District Office of Supervisor Rabbitt, 575 Administration Drive, Santa Rosa, CA 95403; and District Office of Supervisor Williams, 675 Texas Street, District 3 Office 6029, Fairfield, CA 94533

The following Committee members participated from noticed remote locations: Members Duong, Mashburn, Rabbitt, and Williams.

2. Consent Calendar

Upon the motion by Committee Member Ramos and second by Committee Member Eklund, the Consent Calendar was unanimously approved. The motion carried by the following vote:

Aye: 13 - Chair Carlson, Vice Chair John-Baptiste, Committee Member Ahn, Committee Member Andersen, Committee Member Burt, Committee Member Duong, Committee Member Eklund, Committee Member Ashcraft, Committee Member Mashburn, Committee Member Rabbitt, Committee Member Ramos, Committee Member Romero and Committee Member Williams

Absent: 3 - Committee Member Campos, Committee Member Corzo and Committee Member Mahan

- 2a. [26-0425](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the April 10, 2026 Meeting

Action: Committee Approval

Attachments: [2a_26-0425_2026-04-10_Joint_MTC_ABAG_Legislation_Committee_Meeting_Minutes_Draft.pdf](#)

- 2b. [26-0426](#) Legislative History

Detailed list of bills the ABAG and MTC are tracking in Sacramento, including those ABAG or MTC supports or opposes.

Action: Information

Presenter: Jadie Moar

Attachments: [2b_26-0426_Handout-May_Legislative_History.pdf](#)

3. State Legislation

- 3a. [26-0556](#) Fiscal Year 2026-27 State Budget Update

Status update on state budget negotiations and overview of MTC-ABAG's budget priorities.

Action: Information

Presenter: Rebecca Long

Attachments: [3ai_26-0556_Summary_Sheet_FY_2026-27_State_Budget_Update-May_Revise.pdf](#)
[3aia_26-0556_Attach_A_MTC-ABAG_FY_26-27_State_Budget_Priorities_Letter.pdf](#)
[3aiib_26-0556_Attach_B_Senate_Transit_Budget_Letter-FY_2026-27.pdf](#)
[3aiic_26-0556_Attach_C_Assembly_Transit_Budget_Letter-FY_2026-27.pdf](#)
[3aiid_26-0556_Attach_D_Senate_RHFA_Budget_Letter_3-6-26.pdf](#)
[3aiie_26-0556_Attach_E_Joint_RHFA_Budget_Request_4-15-26.pdf](#)

3b. [26-0555](#) Senate Bill 1167 (Blakespear): Electric Bicycle Safety

Clarifies that e-bikes are devices that do not exceed 20 miles per hour (mph) (throttle) or 28 mph (pedal assist) and have motors of 750 watts or less. Devices exceeding these thresholds are not considered e-bikes and shall be regulated according to their speed, power, and safety risks.

Action: Support / Commission Approval

Presenter: Jadie Moar

Attachments: [3bi 26-0555 Summary Sheet SB 1167 Blakespear-Support.pdf](#)
[3bii 26-0555 Attachment A-SB 1167 Known Positions.pdf](#)
[3biii 26-0555 Attachment B-Overview of all e-bike state legislation-4.15.26.pdf](#)

Aleta Dupree, Team Folds, spoke on this item.

Upon the motion by Committee Member Ashcraft and second by Committee Member Andersen, a support position on Senate Bill 1167 (Blakespear) was adopted to be forwarded to the Commission for approval. The motion carried unanimously by the following vote:

Aye: 13 - Chair Carlson, Vice Chair John-Baptiste, Committee Member Ahn, Committee Member Andersen, Committee Member Burt, Committee Member Duong, Committee Member Eklund, Committee Member Ashcraft, Committee Member Mashburn, Committee Member Rabbitt, Committee Member Ramos, Committee Member Romero and Committee Member Williams

Absent: 3 - Committee Member Campos, Committee Member Corzo and Committee Member Mahan

3c. [26-0557](#) Assembly Bill 2508 (Hoover): Public Utilities Public Purpose Programs Fund

Eliminates the ratepayer-based funding stream for energy efficiency programs, such as BayREN, and replaces it with funding from the Greenhouse Gas Reduction Fund, subject to annual appropriation.

Action: Oppose / ABAG Executive Board

Presenter: Georgia Gann Dohrmann

Attachments: [3ci 26-0557 Summary Sheet AB 2508 Hoover.pdf](#)
[3cii 26-0557 Attachment A Oppose Coalition Letter.pdf](#)
[3ciii 26-0557 Attachment B-AB 2508 Known Positions.pdf](#)

Aleta Dupree, Team Folds, spoke on this item.

Upon the motion by Committee Member Romero and seconded by Committee Member Eklund, an oppose position on Assembly Bill 2508 (Hoover) was adopted to be forwarded to the ABAG Executive Board for approval. The motion carried unanimously by the following vote:

Aye: 13 - Chair Carlson, Vice Chair John-Baptiste, Committee Member Ahn, Committee Member Andersen, Committee Member Burt, Committee Member Duong, Committee Member Eklund, Committee Member Ashcraft, Committee Member Mashburn, Committee Member Rabbitt, Committee Member Ramos, Committee Member Romero and Committee Member Williams

Absent: 3 - Committee Member Campos, Committee Member Corzo and Committee Member Mahan

4. Federal Legislation

4a. [26-0427](#) Washington, D.C. Legislative Update

Report on key legislative, funding and political developments over the past month from Washington, D.C. prepared by the Summit Strategies team.

Action: Information

Presenter: Rebecca Long

Attachments: [4a 26-0427 Handout-DC Report to MTC April 2026.pdf](#)

Aleta Dupree, Team Folds, spoke on this item.

5. Public Comment / Other Business

Roland Lebrun was called to speak.

6. Adjournment / Next Meetings

The next meeting of the Joint MTC ABAG Legislation Committee will be held on Friday, June 12, 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.

Chair Ken Carlson adjourned the meeting at 11:23 a.m.

Metropolitan Transportation Commission

Legislation Text

File #: 26-0580, **Version:** 1

Subject:
Legislative History

Detailed list of bills the ABAG and MTC are tracking in Sacramento, including those ABAG or MTC supports or opposes.

Presenter:
Jadie Moar

Recommended Action:
Information

Attachments:

Legislative History

High Priority Bills

Wednesday, June 10, 2026

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 117 Committee on Budget	Chaptered 02/19/2026	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. Current law requires the Transportation Agency to evaluate applications for funding under the Transit and Intercity Rail Capital Program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency. Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, including the San Francisco Bay Area Rapid Transit District and the Alameda-Contra Costa Transit District, with specified powers and duties relating to providing public transit services. 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 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		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			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	Amended 07/17/2025	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 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	Amended 04/10/2025	From committee: Do pass. (Ayes 5. Noes 0.) (May 14). Read	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	Support and Seek Amendments	Support and Seek Amendments

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
Wicks		second time. Ordered to third reading.	\$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)		
AB 902 Schultz	Amended 07/10/2025	Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)	Transportation projects: barriers to wildlife movement. Current law requires the Department of Transportation (Caltrans), for any project on the state highway system in a connectivity area that adds a traffic lane or that has the potential to significantly impair wildlife connectivity, to perform an assessment, in consultation with the Department of Fish and Wildlife (DFW), to identify potential wildlife connectivity barriers and any needs for improved permeability, as specified. Current law requires the implementing agency to remediate barriers to wildlife connectivity in conjunction with the project if any structural barrier to wildlife connectivity exists or will be added by the project for target species in the connectivity area, as provided. Current law authorizes Caltrans to use compensatory mitigation credits to satisfy this requirement if DFW concurs with the use of those credits. This bill would require a lead agency to incorporate appropriate wildlife passage features into a transportation infrastructure project in a connectivity area, as specified. By requiring a lead agency to expand the scope of its transportation project, the bill would impose a state-mandated local program. (Based on 07/10/2025 text)		
AB 1569 Davies	Amended 04/13/2026	Referred to Coms. on ED. and TRANS.	Pupil safety: electric bicycle: safety and training program. Would require, on or before March 1, 2028, the State Department of Education, in consultation with the Department of the California Highway Patrol, to develop a standardized electric bicycle safety and training program for pupils in grades 7 to 12, inclusive, as provided. In developing the program, the bill would authorize the State Department of Education and the Department of the California Highway Patrol to collaborate with local law enforcement agencies or local governments that have		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			implemented electric bicycle training programs already to ensure the program reflects proven best practices. The bill would encourage local educational agencies and parent organizations to offer training demonstrations to pupils and parents on electric bicycle operations in collaboration with local law enforcement agencies or local governments, as specified. (Based on 04/13/2026 text)		
AB 1837 González, Mark	Amended 04/23/2026	Referred to Coms. on TRANS. and P., D.T., & C.P.	<p>Video imaging of parking violations.</p> <p>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 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</p>	Support	

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			enforcement of a violation that it has not previously used video imaging to enforce. (Based on 04/23/2026 text)		
AB 1942 Bauer-Kahan	Introduced 02/13/2026	Joint Rule 62(a), file notice suspended. In committee: Held under submission.	<p>Electric bicycles: registration and special license plates.</p> <p>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)</p>		
AB 1944 Lee	Introduced 02/13/2026	Referred to Com. on TRANS.	<p>Zero-emission transit buses: axle weight.</p> <p>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.</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			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, 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 02/13/2026 text)		
AB 2168 Wicks	Amended 05/18/2026	In Senate. Read first time. To Com. on RLS. for assignment.	Active Transportation Program: guidelines. Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop 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 05/18/2026 text)		
AB 2267 Garcia	Amended 03/24/2026	5/14/2026 Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/13/2026)	State bridges and overpasses: suicide prevention. Would require the Department of Transportation to additionally develop and maintain, beginning on or before July 1, 2029, a set of preapproved suicide prevention safety-barrier designs that local governments may use to install suicide prevention barriers, as provided. (Based on 03/24/2026 text)		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
AB 2276 Soria	Amended 04/09/2026	5/14/2026 Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/13/2026)	<p>Vehicles: active intelligent speed assistance devices.</p> <p>Existing law requires, until January 1, 2033, a person who has been convicted on or after January 1, 2019, of driving a motor vehicle at any time when that person’s driving privilege is suspended or revoked as a result of a conviction for driving while under the influence of an alcoholic beverage or any drug, as specified, to install for a period of time, as ordered by the court, an ignition interlock device (IID) on the vehicle they operate. Existing law specifies periods for which a person convicted of one or more prior violations of specified crimes is required to install an IID. A violation of the Vehicle Code is a crime punishable as an infraction, unless otherwise specified. This bill would require the Department of Motor Vehicles to establish, until January 1, 2033, a pilot program in the Counties of Los Angeles, San Diego, Fresno, Santa Clara, Shasta, Kern, and San Bernardino that would impose a similar requirement for persons convicted of specified driving offenses relating to excessive speed, reckless driving, and exhibitions of speed to install for a period of time, as ordered by the court, a certified active intelligent speed assistance device (ISA) on any vehicle the person operates, as specified. The bill would make the installation of an ISA discretionary for a first offender, as specified. The bill would make tampering with the ISA device, as specified, operating a motor vehicle not equipped with a device, or willfully failing to return the device to the vendor upon completion punishable as a misdemeanor. (Based on 04/09/2026 text)</p>		
AB 2296 Papan	Amended 05/18/2026	In Senate. Read first time. To Com. on RLS. for assignment.	<p>Planning and zoning: housing element: regional housing needs allocation.</p> <p>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</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			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. Existing law authorizes at least 2 or more cities and a county, or counties, at least 28 months prior to the scheduled housing element revision, to form a subregional entity to allocate the subregion’s existing and projected housing need among its members. If the council of governments does not receive a notification of this formation at least 28 months prior to the update, existing law requires the council of governments to implement specified requirements regarding the regional housing need process. Existing law requires the council of governments to determine the share of regional housing need assigned to each delegate subregion at least 25 months prior to the scheduled revision. This bill 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. (Based on 05/18/2026 text)		
AB 2308 Haney	Amended 06/03/2026	From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on L. GOV.	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		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			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 06/03/2026 text)		
AB 2346 Wilson	Amended 03/26/2026	In Senate. Read first time. To Com. on RLS. for assignment.	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 1 and class 2 electric bicycles 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 front lamp and a rear lamp, as specified. The bill would also require manufacturers and distributors of electric bicycles to include a written description of California's electric bicycle laws with the bicycle's packaging to be provided to the consumer. The bill would also require sellers and distributors of electric bicycles to provide specified disclosures at or before the point of sale. (Based on 03/26/2026 text)		
AB 2372 Hoover	Amended 06/04/2026	From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-	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		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
		referred to Com. on TRANS.	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	Amended 03/26/2026	In committee: Set, first hearing. Referred to APPR. suspense file.	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	Introduced 02/20/2026	Referred to Com. on TRANS.	Vehicles: electric bicycles. Current law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
Papan			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 assistance when the bicycle reaches the speed of 20 miles per hour. Under current 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. Current 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. (Based on 02/20/2026 text)		
SB 417 Cabaldon	Amended 01/22/2026	Read second time. Ordered to third reading.	The 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. This bill would enact the Affordable Housing Bond Act of 2026,	Support and Seek Amendments	Support and Seek Amendments

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			<p>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 01/22/2026 text)</p>		
<p>SB 677 Wiener</p>	<p>Amended 01/08/2026</p>	<p>Read third time. Passed. (Ayes 24. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.</p>	<p>Housing development: transit-oriented development. Current law requires that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with certain applicable requirements, as provided. Among these requirements, current law establishes requirements concerning height limits, density, and residential floor area ratio in accordance with a development’s proximity to specified tiers of TOD stops, as provided, and requires a development to meet specified labor standards that require that a specified affidavit be signed under penalty of perjury, under specified circumstances. Current law specifies that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval, as provided. Current law defines, among other terms, the term “high-frequency commuter rail” for purposes of these provisions to mean a commuter rail service operating a total of at least 48 trains per day across both directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. Current law also defines the term “Tier 2 transit-oriented development stop” for these purposes to mean a TOD stop within an urban transit county, as defined, excluding a Tier 1 transit-oriented development stop, as defined, served by light rail transit, by high-frequency commuter rail, or by bus service meeting specified standards. This bill would revise the</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			definition of “high-frequency commuter rail” to instead mean a public commuter or intercity rail station with a total of at least 48 passenger trains on average per weekday across all directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. (Based on 01/08/2026 text)		
SB 715 Allen	Amended 05/01/2025	Failed Deadline pursuant to Rule 61(a)(10). (Last location was H. & C.D. on 6/5/2025)(May be acted upon Jan 2026)	<p>Regional housing need: methodology: distribution.</p> <p>The Planning and Zoning Law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as provided, and requires the appropriate council of governments or for cities and counties without a council of governments, the department, to adopt a final regional housing need plan allocating a share of the regional housing need to each city, county, or city and county. Current law requires the department to meet and consult with the council of governments regarding the assumptions and methodology to be used by the department to determine the region’s housing needs and requires the council of governments to provide data assumptions, including specified information regarding housing availability within the region. Current law requires the council of governments, or delegate subregion as applicable, to develop a proposed methodology for distributing the existing and projected regional housing need to cities, counties, and cities and counties within the region or subregion, as applicable, that furthers specified objectives. Current law, to the extent that sufficient data is available as provided, requires each council of governments, or delegate subregion as applicable, to consider including specified factors to develop the methodology that allocates regional housing needs, including the loss of units during a state of emergency that was declared by the Governor that have yet to be rebuilt or replaced at the time of the analysis. This bill would remove the requirement that the loss of units factor be considered and instead require those lost units to be distributed proportionally according to the region’s proposed</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			methodology, as provided, and would prohibit the lost units from solely being distributed to the jurisdictions in which they were lost. (Based on 05/01/2025 text)		
SB 750 Cortese	Amended 07/17/2025	August 29 hearing postponed by committee.	California Housing Finance and Credit Act. Existing law, the California Health Facility Construction Loan Insurance Law, establishes an insurance program for health facility construction, improvement, and expansion loans in order to stimulate the flow of private capital into health facilities construction, improvement, and expansion and in order to rationally meet the need for new, expanded, and modernized public and nonprofit health facilities necessary to protect the health of all the people of this state. (Based on 07/17/2025 text)	Support	Support
SB 979 Strickland	Introduced 02/04/2026	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

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
SB 1013 Cervantes	Amended 05/14/2026	Referred to Coms. on TRANS. and P. & C.P.	<p>Automated license plate recognition systems. Existing law prohibits a public agency, which includes the state, a city, a county, a city and county, or any agency or political subdivision of the state, a city, a county, or a city and county, including, but not limited to, a law enforcement agency, from selling, sharing, or transferring automated license plate recognition (ALPR) information, except to another public agency, and only as otherwise permitted by law. Existing law defines ALPR information as information or data collected through the use of an ALPR system. This bill would provide that “public agency” does not include a transportation agency, a public transit operator, or a local department of transportation or public works department, as specified. The bill would, beginning January 1, 2027, require new, updated, expansions of, or addendums of contractual agreements with ALPR vendors, manufacturers, or suppliers to mandate that no default access is provided to any national ALPR database and that an agency’s collected scans are by default not accessible to any other agency, and would impose new requirements on sharing between California state law enforcement agencies. The bill would authorize a law enforcement agency to use ALPR information only for purposes of locating vehicles or persons when either are reasonably suspected of being involved in the commission of a public offense or locating an individual who has been reported as missing to a law enforcement agency. (Based on 05/14/2026 text)</p>		
SB 1087 Cabaldon	Amended 04/09/2026	Referred to Coms. on TRANS. and NAT. RES.	<p>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</p>	Sponsor	Sponsor

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			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. Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization’s timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization. (Based on 04/09/2026 text)		
SB 1136 Blakespear	Amended 04/06/2026	5/14/2026 Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 4/27/2026)	Intercity rail and commuter rail: special events service plans: fare system integration. Existing law sets forth various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would require, on or before July 1, 2027, a regional rail operator, as defined, operating within an intercity rail corridor to ensure that its fare systems are fully integrated with the fare systems of the intercity rail operator, and any other regional rail operator, operating in the intercity rail corridor. (Based on 04/06/2026 text)		
SB 1167 Blakespear	Amended 05/14/2026	Read third time. Passed. (Ayes 37. Noes 0.) Ordered to the Assembly. In	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	Support	

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
		Assembly. Read first time. Held at Desk.	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. The bill would additionally make a violation of this provision a misleading statement for purposes of unfair competition and false advertising provisions of the Business and Professions Code. (Based on 05/14/2026 text)		
SB 1246 Cortese	Amended 05/18/2026	Referred to Coms. on TRANS., C. & C., and JUD.	Autonomous vehicles. This bill would require remote assistants, remote drivers, or local incident technicians, as defined, who monitor, direct, provide input to, advise, supervise, or control commercial autonomous vehicles on a public road in this state, or that provides onsite response to incidents on behalf of an autonomous vehicle operator, be located within the United States and hold a valid California driver's license of the appropriate class with any endorsements required for a human driver to lawfully operate the same vehicle in this state. For autonomous passenger service vehicles, the bill would require the ratio of remote assistants or remote drivers to autonomous passenger service vehicles be 1 to 5 or higher at all times. The bill would require an autonomous vehicle operator to ensure, through its staffing and assignments, that remote drivers or remote assistants are able to immediately respond to all calls and incidents. The bill would require an autonomous vehicle operator to ensure, through its staffing and assignments, that local incident technicians are immediately dispatched upon notification, electronically or otherwise, of an accident involving damage to persons or property, or upon receiving a request from a first responder or 911 dispatch center. The bill would also require that local incident technicians be present at the scene of an incident within 20 minutes of receiving		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			a notification or request no less than 90% of the time. This bill contains other related provisions and other existing laws. (Based on 05/18/2026 text)		
SB 1375 Cortese	Amended 04/16/2026	Referred to Com. on NAT. RES.	<p>California Environmental Quality Act: exemption: urban intermodal rail station project.</p> <p>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 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, 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. Because a lead agency would be required to determine the applicability of this exemption, the bill would impose a state-mandated local program. (Based on 04/16/2026 text)</p>	Support	
SB 1408 Arreguin	Amended 04/14/2026	In Assembly. Read first time. Held at Desk.	<p>Contra Costa Transportation Authority: transactions and use tax.</p> <p>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,</p>		

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			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 04/14/2026 text)		
SB 1411 Stern	Amended 04/16/2026	May 14 hearing: Held in committee and under submission.	<p>Greenhouse Gas Reduction Fund: funding conditions: high-speed rail.</p> <p>Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law requires moneys collected by the State Air Resources Board from the auction or sale of certain allowances as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas Reduction Fund and continuously appropriates a portion of the moneys in the fund for various purposes, including a specified portion to the authority for certain purposes. Existing law prohibits the authority from entering into new funding commitments with those moneys for activities outside of the Merced to Bakersfield segment, until June 30, 2030, or when that segment is fully funded, whichever is sooner. Notwithstanding that prohibition, existing law authorizes the authority to enter into new funding commitments outside of the Merced to Bakersfield segment for certain purposes, including for additional activities, not to cumulatively exceed \$500,000,000, that maximize the efficiency of delivering the project, as specified. This bill would revise and recast that authorization to instead authorize the authority to enter into new funding commitments with the above-described moneys outside of the Merced to Bakersfield segment in any amount for activities related to early works, as defined, and for projects developed through public partnership agreements or public-private partnership agreements, subject to the requirements that those funding commitments maximize the efficiency of delivering the project and do not delay the</p>	Support and Seek Amendments	

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
			completion of the Merced to Bakersfield segment, as specified. (Based on 04/16/2026 text)		
SB 1423 Stern	Amended 04/23/2026	Referred to Com. on TRANS.	<p>Active Transportation Program: report. Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop guidelines and project selection criteria for the program and requires the guidelines to address, among other things, application timelines and application rating and ranking criteria. This bill would require the commission, on or before January 1, 2028, to conduct a study, and submit a report to the Legislature, on opportunities to improve equity, accessibility, cost-effectiveness, and the ease of application for prospective applicants for the Active Transportation Program, as specified. The bill would repeal these provisions on January 1, 2032. (Based on 04/23/2026 text)</p>		

Measure	Author	Topic	MTC Position	ABAG Position
AB 6	Ward	Residential developments: building standards: review.		
AB 11	Lee	The Social Housing Act.		
AB 33	Aguiar-Curry	Autonomous vehicles.		
AB 35	Alvarez	Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: Administrative Procedure Act: exemption: program guidelines and selection criteria.		
AB 61	Pacheco	Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.		
AB 90	Jackson	Public postsecondary education: overnight student parking.		
AB 117	Budget Committee	Bay Area Transit Loan		
AB 261	Quirk-Silva	Fire safety: fire hazard severity zones: State Fire Marshal.		
AB 266	Davies	Freeway Service Patrol Act: sponsorship agreement.		
AB 282	Pellerin	Discrimination: housing: source of income.		
AB 306	Schultz	California Building Standards Commission: appeals: code equivalence determinations.		
AB 311	McKinnor	Dwelling units: persons at risk of homelessness.		
AB 317	Jackson	California First Time Homeowner Dream Act.		
AB 334	Petrie-Norris	Operators of toll facilities: interoperability programs: vehicle information.	X	
AB 550	Petrie-Norris	The California Endangered Species Act: take of species: renewable electrical generation facilities.		
AB 557	McKinnor	California Factory-Built Housing Law.		
AB 609	Wicks	California Environmental Quality Act: exemption: housing development projects.		
AB 635	Ahrens	Mobilehome Residency Law Protection Program: Attorney General.		
AB 660	Wilson	Planning and Zoning Law: postentitlement phase permits: Housing Accountability Act.		
AB 698	Wicks	Local taxation: real property transfers.		

Measure	Author	Topic	MTC Position	ABAG Position
AB 736	Wicks	The Affordable Housing Bond Act of 2026.	Support and Seek Amendments	Support and Seek Amendments
AB 750	Quirk-Silva	Department of Housing and Community Development.		
AB 760	Ta	Mobilehome parks: rental restrictions: exemptions: emergencies.		
AB 768	Avila Fariás	Mobilehome parks: rent protections: local rent control.		
AB 782	Quirk-Silva	Unlawfully restrictive covenants: redevelopment of commercial property for residential uses.		
AB 878	Kalra	Victims of abuse or violence: reasonable accommodations.		
AB 891	Zbur	Transportation: Quick-Build Pilot Program.		
AB 902	Schultz	Transportation projects: barriers to wildlife movement.		
AB 906	González, Mark	Planning and zoning: housing elements: affirmatively furthering fair housing.		
AB 913	Rodriguez, Celeste	Housing programs: financing.		
AB 939	Schultz	Housing development: density bonuses: affordability of for-sale units.		
AB 954	Bennett	Interregional transportation strategic plan: bicycle highways.		
AB 956	Quirk-Silva	Accessory dwelling units and junior accessory dwelling units.		
AB 1070	Ward	Residential developments: building standards: review.		
AB 1131	Ta	General plan: annual report: congregate care for the elderly.		
AB 1165	Gipson	California Housing Justice Act of 2025.		
AB 1184	Patterson	Common interest developments: association management and meeting procedures.		
AB 1206	Harabedian	Single-family and multifamily housing units: preapproved plans.		
AB 1229	Schultz	Adult Reentry Grant Program.		
AB 1237	McKinnor	Ticket sellers: event tickets: transit tickets.		
AB 1240	Lee	Single-family residential real property: corporate entity: ownership.		

Measure	Author	Topic	MTC Position	ABAG Position
AB 1244	Wicks	California Environmental Quality Act: transportation impact mitigation: Transit-Oriented Development Implementation Program.		
AB 1276	Carrillo	Housing developments: ordinances, policies, and standards.		
AB 1294	Haney	Planning and zoning: housing development: standardized application form.		
AB 1381	Muratsuchi	California School Finance Authority: Educational Workforce Housing Revolving Loan Fund.		
AB 1385	Petrie-Norris	Unlawfully restrictive covenants: housing developments: Palisades Fire.		
AB 1421	Wilson	Vehicles: Road Usage Charge Technical Advisory Committee.		
AB 1457	Bryan	General plan: environmental justice element: disadvantaged communities.		
AB 1567	Ta	General plan: annual report: congregate and residential care for the elderly.		
AB 1569	Davies	Pupil safety: electric bicycle: safety and training program.		
AB 1573	Bryan	Land use: housing elements: target population.		
AB 1588	Stefani	Vehicles: Sideshow Accountability and Community Safety Act.		
AB 1599	Ahrens	Public transit: California Transit Stop Registry: transit datasets.		
AB 1608	Wilson	Office of the Inspector General, High-Speed Rail.		
AB 1613	Wilson	Vehicles: off-highway motor vehicle safety.		
AB 1729	Lee	State employment: telework programs.		
AB 1786	Harabedian	Public contracts: best value construction contracting for counties, cities, and the San Gabriel Valley Council of Governments.		
AB 1837	González, Mark	Video imaging of parking violations.	Support	
AB 1883	Bryan	Workplace surveillance tools.		
AB 1898	Schultz	Workplace artificial intelligence tools.		
AB 1919	Pellerin	Santa Cruz Metropolitan Transit District: transactions and use tax: qualified voter initiative.		

Measure	Author	Topic	MTC Position	ABAG Position
AB 1942	Bauer-Kahan	Electric bicycles: registration and special license plates.		
AB 1944	Lee	Zero-emission transit buses: axle weight.		
AB 1976	Wicks	Streets and highways: pedestrian and bicycle facilities.		
AB 2002	Solache	Local government assistance: Regional Early Action Planning Fund.		
AB 2015	Wicks	Department of Transportation: third-party navigation applications: study and report.		
AB 2027	Ward	Worker data: prohibitions: artificial intelligence.		
AB 2051	Wicks	Public resources: Coastal Resilience Permitting Working Group.		
AB 2059	Wilson	California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation.		
AB 2103	Irwin	Office of Data and Innovation: Engaged California Program.		
AB 2168	Wicks	Active Transportation Program: guidelines.		
AB 2182	Irwin	Electrical corporations: Industrial Decarbonization and Energy Efficiency Program.		
AB 2184	Wilson	Cap-and-Invest Program: nature-based climate solutions: funding.		
AB 2185	Quirk-Silva	Housing: multifamily affordable housing programs.		
AB 2193	Ta	Autonomous vehicles.		
AB 2263	Kalra	Santa Clara Valley Transportation Authority: employee housing: transit-oriented joint development projects.		
AB 2276	Soria	Vehicles: active intelligent speed assistance devices.		
AB 2296	Papan	Planning and zoning: housing element: regional housing needs allocation.		
AB 2308	Haney	Redevelopment: successor agency debt: City and County of San Francisco.		
AB 2341	Fong	Local government: emergency response services: use of languages other than English.		

Measure	Author	Topic	MTC Position	ABAG Position
AB 2346	Wilson	Vehicles: electric bicycles and speed limits.		
AB 2351	Bonta	General plan: annual report: shelter beds.		
AB 2372	Hoover	Vehicles: tolls.		
AB 2373	Dixon	The California Coastal Act: local coastal program: sea level rise plan: neighborhood-scale adaptation approach.		
AB 2453	Rodriguez, Michelle	Vehicles: off-highway motor vehicles.		
AB 2463	Petrie-Norris	Public Utilities Commission: rates: returns on equity.		
AB 2484	Alvarez	San Diego Metropolitan Transit System: transactions and use tax: voter initiatives.		
AB 2508	Hoover	Public Utilities Public Purpose Programs Fund.		Oppose
AB 2521	Papan	California Council on Science and Technology: water availability study: Central Valley.		
AB 2543	Ransom	Emergency preparedness: direct-current fast-charging station sites.		
AB 2552	Ávila Farías	California Environmental Quality Act: Transit-Oriented Development Implementation Fund: contributions.		
AB 2560	Schultz	Climate Action Plan for Transportation Infrastructure: goals.		
AB 2576	Harabedian	Transit-oriented development.		
AB 2595	Papan	Vehicles: electric bicycles.		
AB 2656	Petrie-Norris	Public employees: notice: artificial intelligence performing service within scope of work.		
AB 2682	Berman	Transportation network company drivers: labor relations: appeals.		
ABX1 2	Gabriel	Budget Act of 2024.		
ACA 3	Haney	University of California: home down payment loans for support staff.		
ACA 4	Jackson	Homelessness and affordable housing.		
ACA 12	Wallis	Road usage charges: vote and voter approval requirements.		
AJR 22	Arambula	Federal Infrastructure Bank.		

Measure	Author	Topic	MTC Position	ABAG Position
HR 1	Pacheco	Relative to the Standing Rules of the Assembly for the 2025–26 Regular Session.		
HR 26	Boerner	Relative to Bike to School Day.		
SB 10	Padilla	Climate change: plans: gender impacts.		
SB 16	Blakespear	Ending Street Homelessness Act.		
SB 33	Cortese	Public contracts: claim resolution.		
SB 52	Pérez	Housing rental terms: algorithmic devices.		
SB 69	McNerney	Artificial intelligence program: Attorney General.		
SB 117	Committee on Budget and Fiscal Review	Transit and Intercity Rail Capital Program: loans: transit operating purposes: San Francisco Bay area.		
SB 417	Cabaldon	The Affordable Housing Bond Act of 2026.	Support and Seek Amendments	Support and Seek Amendments
SB 436	Wahab	Unlawful detainer: notice to terminate tenancy.		
SB 445	Wiener	High-speed rail: third-party agreements, permits, and approvals: regulations.		
SB 457	Becker	Housing element compliance: committed assistance: in-kind services: realistic capacity formula.		
SB 492	Menjivar	Youth Housing Bond Act of 2026.		
SB 522	Wahab	Housing: tenant protections.		
SB 545	Cortese	High-speed rail: economic opportunities.		
SB 549	Allen	Local government: Second Neighborhood Infill Finance and Transit Improvements Act: Resilient Rebuilding Authority for the Los Angeles Wildfires.		
SB 569	Blakespear	Department of Transportation: homeless encampments.		
SB 606	Becker	Homeless Housing, Assistance, and Prevention program: reporting requirements: functional zero unsheltered.		
SB 667	Archuleta	Railroads: safety: report.		
SB 677	Wiener	Housing development: transit-oriented development.		
SB 681	Wahab	Housing.		

Measure	Author	Topic	MTC Position	ABAG Position
SB 715	Allen	Regional housing need: methodology: distribution.		
SB 722	Wahab	Transit-oriented housing development: excluded parcels and sites.		
SB 750	Cortese	California Housing Finance and Credit Act.	Support	Support
SB 772	Cabaldon	Infill Infrastructure Grant Program of 2019: applications: eligibility.		
SB 802	Ashby	Housing finance and development: Sacramento Area Housing and Homelessness Agency.		
SB 830	Arreguín	Public Transit Revenue Measure District: revenue measure: election procedures.		
SB 905	Becker	Electricity.		
SB 922	Laird	Vehicles: local agency charges: use of streets or highways.		
SB 967	Blakespear	Planning and zoning: housing element: interim housing units: acutely low income households.		
SB 979	Strickland	Planning and zoning: housing element: regional housing needs allocation: judicial review.		Oppose
SB 1008	Ochoa Bogh	California Environmental Quality Act: exemption: railroad grade crossing closure.		
SB 1013	Cervantes	Automated license plate recognition systems.		
SB 1034	McNerney	Vehicles: special license plates.		
SB 1087	Cabaldon	Transportation planning: sustainable communities strategies: transportation funding programs.	Sponsor	Sponsor
SB 1091	Caballero	Community Anti-Displacement and Preservation Program.		
SB 1136	Blakespear	Intercity rail and commuter rail: special events service plans: fare system integration.		
SB 1166	Arreguín	Alameda-Contra Costa Transit District: employee relations.		
SB 1167	Blakespear	Vehicles: electric bicycles.	Support	
SB 1177	Cortese	High-Speed Rail Authority: project update report.		

Measure	Author	Topic	MTC Position	ABAG Position
SB 1213	Reyes	Zero- and near-zero-emission medium- and heavy-duty vehicles: incentives: transparency.		
SB 1246	Cortese	Autonomous vehicles.		
SB 1250	Cortese	State highway system: wildlife connectivity.		
SB 1256	Jones	Subdivision Map Act: action or proceeding.		
SB 1265	Richardson	California Alternative Energy and Advanced Transportation Financing Authority: GoGreen Program.		
SB 1279	Gonzalez	City of Long Beach Pacific Coast Highway speed safety system pilot program.		
SB 1292	Richardson	Enhanced curb management system.		
SB 1324	Blakespear	Passenger and freight rail: LOSSAN Rail Corridor: working group report.		
SB 1361	Durazo	Transit-oriented housing developments: local governments: transit agencies and projects.		
SB 1375	Cortese	California Environmental Quality Act: exemption: urban intermodal rail station project.	Support	
SB 1408	Arreguín	Contra Costa Transportation Authority: transactions and use tax.		
SB 1411	Stern	Greenhouse Gas Reduction Fund: funding conditions: high-speed rail.	Support and Seek Amendments	
SB 1423	Stern	Active Transportation Program: report.		
SB 1425	Cortese	High-Speed Rail Authority: property: right-of-way.		

**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

Legislation Text

File #: 26-0725, **Version:** 1

Subject:
June 2026 Primary Election Results

Overview of key local ballot measures related to transportation, housing and the environment.

Presenter:
Rebecca Long

Recommended Action:
Information

Attachments:

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

June 12, 2026

Agenda Item 3a – 26-0725

June 2026 Primary Election Results

Subject:

Overview of key local ballot measures related to transportation, housing and the environment.

Summary:

In addition to establishing the candidates for the general election at all levels of government, the June ballot contained several local measures related to transportation and general local revenue funding, as noted below. The list below does not include all local measures, such as measures for school districts and libraries. All results provided in this memo are preliminary as of June 4, 2026.

Overview of Election Results:

- Voters in Marin and Sonoma counties overwhelmingly supported an extension of the ¼-cent sales tax for the Sonoma-Marin Area Rail Transit (SMART) District for 30 years.
- Voters in San Francisco supported Measure A, the Earthquake Safety and Emergency Response Bond, authorizing a bond issuance of \$535 million to fund an array of infrastructure improvements including replacement of the seismically vulnerable 110-year-old Potrero Muni bus yard (\$200 million); retrofit of an emergency firefighting water system (\$130 million), neighborhood fire stations (\$100 million), police stations (\$72 million), public safety facility repairs (\$33 million).

The estimated tax rate to repay the bond is \$7.45 per \$100,000 of assessed property value, but it is not estimated to increase the taxes property owners are already paying because of the city’s policy to issue new bonds after previously issued bonds are retired or the tax base grows.

- In the South Bay, voters appeared to approve two new dedicated taxes with no sunset date:
 - A county-wide two-cents (\$0.02) per square foot parcel tax for Santa Clara Valley Open Space Authority (with a focus on managing land and creeks to reduce wildfires, floods, and water pollution; expanding trails; preserving family farms;

and reducing illegal activity in open spaces. The measure is estimated to raise approximately \$17 million annually. The measure was placed on the ballot via a citizen initiative, so it required a simple majority to pass and received 53% support (as of June 4, 2026).

- In the City of San José, voters approved by 66% (majority vote required) an increase in the transient occupancy tax (commonly known as a “hotel tax”) from 4 to 6 percent to fund essential city services, generating approximately \$10 million annually with no sunset date.
- With respect to measures that failed, voters in Contra Costa County rejected a 0.625% general sales tax by 59% to partially backfill federal funding cuts to an array of services, including healthcare. In the City of Oakland, 54% of voters rejected Measure E, a \$192 per year parcel tax placed on the ballot via citizen initiative to fund public safety, including fire protection, and address homelessness and illegal dumping.

Next Steps:

Staff will provide a verbal update on any updated results at your meeting.

Issues:

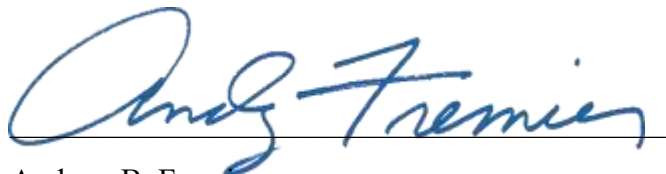
None identified.

Recommendations:

Information

Attachments:

None



Andrew B. Fremier

Metropolitan Transportation Commission

Legislation Text

File #: 26-0709, **Version:** 1

Subject:

Fiscal Year 2026-27 State Budget

Update on fiscal year (FY) 2026-27 state budget negotiations, including an overview of the status of MTC-ABAG budget priorities.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Information

Attachments:

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

June 12, 2026

Agenda Item 4a – 26-0709

Fiscal Year 2026–27 State Budget

Subject:

Update on fiscal year (FY) 2026-27 state budget negotiations, including an overview of the status of MTC-ABAG budget priorities.

Summary:

Negotiations over the FY 2026–27 state budget are well underway, with key decisions expected in the coming days. The Governor’s May Revision, released on May 14, 2026, reflects a modest increase in state revenue outlook, with revenues projected to be \$16.5 billion higher over the next three years than estimated in the January budget. However, the improved revenue outlook did not result in proposed spending increases. Instead, the Governor’s proposal prioritizes reserves and balancing out-year budgets.

Against this backdrop, the Legislature is working to meet the June 15 deadline to adopt a balanced budget. MTC-ABAG continues to advocate for the transportation and housing priorities outlined in your May Legislation Committee memo, including protecting transit funding and securing MTC-ABAG’s \$15 million Bay Area Housing Finance Authority (BAHFA) budget request. (See Attachment A.)

Notably, the BAHFA request was listed as the top priority in the Bay Area Caucus’ budget letter to state budget leadership, reflecting strong regional support for sustaining BAHFA’s housing affordability work. (See Attachment B.) This is a significant endorsement and reflects the advocacy of MTC-ABAG leaders and staff. Staff will provide a verbal update on any new developments at your committee meeting.

While the BAHFA request is moving through the typical budget process, MTC-ABAG’s other major budget priorities had been expected to rely on Greenhouse Gas Reduction Fund (GGRF) revenues from the State’s Cap-and-Invest program. These priorities include SB 125 commitments to fund BART to Silicon Valley, Phase II and BART Transbay Core Capacity, the proposed transit pass funding set-aside that could support Clipper® BayPass expansion, and funding the Cap-and-Invest statutory targets for the Transit and Intercity Rail Capital Program,

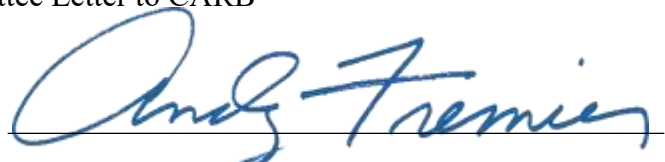
Low Carbon Transit Operations Program, and Affordable Housing and Sustainable Communities Program.

The California Air Resources Board's (CARB) May 29, 2026 adoption of amendments to the Cap-and-Invest program sharply reduces the GGRF revenues available to support these priorities, leaving them at risk absent legislative action to re-prioritize GGRF funding or identify another funding source. The rulemaking generated considerable concern from legislators, transit agencies, metropolitan planning organizations, housing advocates, environmental justice groups, and other stakeholders. MTC was among those that raised concerns, and staff worked with the California Transit Association and other state and regional partners to mitigate potential negative impacts to Bay Area transit and housing funding. (See Attachments C through G.)

With CARB's action now complete, coalition partners are shifting their attention to the state budget process and potential opportunities to backfill funding for programs set to lose funding as a result of the rulemaking. MTC-ABAG are already coordinating with the Bay Area state delegation on next steps and will continue to partner with the California Transit Association and other regional and state allies. Staff will provide a verbal update at the meeting on any developments related to the state budget and Cap-and-Invest negotiations.

Attachments:

- Attachment A: May Legislation Committee Agenda Item 3a_Fiscal Year 2026-27 State Budget Update
- Attachment B: Bay Area Caucus Budget Letter
- Attachment C: Transit and MPO Letter to CARB
- Attachment D: Coalition Letter to CARB
- Attachment E: Legislature Letter to CARB
- Attachment F: Senate Transportation Chair Cortese Letter to CARB
- Attachment G: Senate Oversight Committee Letter to CARB



Andrew B. Fremier

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

May 8, 2026

Agenda Item 3a – 26-0556

Fiscal Year 2026–27 State Budget Update

Subject:

Status update on state budget negotiations and overview of MTC-ABAG’s budget priorities.

Summary:

Governor Newsom is expected to release his May Revision to the state budget by May 14, 2026, as required by the California Constitution. The Governor releases the May Revise to reflect changes from the January Fiscal Year (FY) 2026-27 Budget based on the latest economic forecasts. The Legislative Analyst’s Office (LAO) projects an almost \$18 billion budget deficit in FY 2026-27, and a roughly \$35 billion annual structural deficit beginning in FY 2027-28, due to spending continuing to outpace revenue growth. The Governor projected \$3 billion deficit in January, which is lower than the LAO’s projections due to different underlying assumptions.

The State’s Cap-and-Invest program, which funds the Greenhouse Gas Reduction Fund (GGRF), is another important revenue source for MTC-ABAG transportation and housing priorities. The Governor’s January GGRF expenditure plan projects significant funding decreases in FY 2026-27 due to lower-than-anticipated auction revenues. This shortfall materially reduces available funding for key transit programs, including the Transit and Intercity Rail Capital Program (TIRCP), the Low Carbon Transit Operations Program (LCTOP), the SB 125 program which includes the Zero-Emission Transit Capital Program (ZETCP) as well as the Affordable Housing and Sustainable Communities (AHSC) Program.

The May Revise will be important to tell us what the most recent budget projections are and how much funding might be available for our budget priorities.

Implications for MTC-ABAG State Budget and Cap-and-Invest Priorities

Consistent with our 2026 MTC-ABAG Advocacy Program, our top budget priorities include:

Protecting Transit and Housing Funding in the Fiscal Year 2026-27 State Budget

- Fund the Transit Intercity Rail and Capital Program, Affordable Housing and Sustainable Communities program, and Low Carbon Transit Operations Program at the statutory funding targets identified in SB 840 (2025).

- Fulfill prior year SB 125 transit funding commitments. Nearly \$700 million statewide in FY 2026-27 and FY 2027-28 appropriations are outstanding, including approximately \$250 million for BART to Silicon Valley Phase II and BART Transbay Core Capacity.
- Should the Legislature proceed with funding the SB 840 \$125 million transit pass set-aside, direct the Bay Area’s share to expand Clipper® BayPass access for the region’s more than 400,000 community college students. (See Attachment A).

Advancing Housing Innovation at the Bay Area Housing Finance Authority (BAHFA)

- Secure \$15 million in one-time funding to sustain successful BAHFA programs that are improving housing affordability across the Bay Area, enable it to become self-sustaining by 2030 and position the agency for a potential 2028 housing ballot measure.

Staff are working closely with the Bay Area delegation to secure legislative support to advance these priorities. Senator Jesse Arreguín, Senator Scott Wiener, and Assemblymember Alex Lee led support letters in their respective houses advocating for critical statewide transit funding priorities, with a total of 19 members signing on (See Attachments B and C). On housing, Senate Housing Chair Jesse Arreguín, Assemblymember Buffy Wicks, and four other members signed a support letter for \$30 million in funding for Regional Housing Finance Authorities across the state, including \$15 million for the BAHFA to sustain operations and launch a regional lending program (See Attachments D and E).

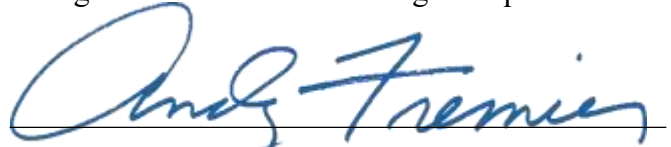
Staff will provide a verbal update at your meeting on any news about the Governor’s May Revise to the FY 2026-27 State Budget.

Recommendation:

Information

Attachments:

- Attachment A: MTC-ABAG FY 2026-27 State Budget Priorities Letter
- Attachment B: Senate Transportation Funding Support Letter
- Attachment C: Assembly Transportation Funding Support Letter
- Attachment D: Senate Regional Housing Finance Authorities Budget Request Letter
- Attachment E: Statewide Regional Housing Finance Authorities Budget Request Letter



Andrew B. Fremier



March 10, 2026

The Honorable Monique Limón
President pro Tempore, California State Senate
1021 O Street, Suite 8518
Sacramento, CA 95814

The Honorable John Laird
Chair, Senate Budget and Fiscal Review Committee
1021 O Street, Suite 8720
Sacramento, CA 95814

The Honorable Robert Rivas
Speaker, California State Assembly
1021 O Street, Suite 8330
Sacramento, CA 95814

The Honorable Jesse Gabriel
Chair, Assembly Budget Committee
1021 O Street, Suite 8230
Sacramento, CA 95814

Re: FY 2026-27 State Budget Requests related to Transit, Housing and Implementing Sustainable Communities Strategies

Dear President pro Tempore Limón, Speaker Rivas, Chair Laird and Chair Gabriel:

On behalf of the Metropolitan Transportation Commission and the Association of Bay Area Governments (MTC-ABAG), I’m writing to share our budget priorities for the fiscal year (FY) 2026-27 State Budget. We are grateful for the Legislature’s early action approving a \$590 million loan to support Bay Area transit operations, which provided critical near-term stability for transit agencies and riders. As you finalize the full year budget, we respectfully request your support for the priorities outlined below.

1. Fully Fund Cap-and-Invest Transit and Housing Programs

As part of last year’s Cap-and-Invest reauthorization, SB 840 (Limón) converted Greenhouse Gas Reduction Fund (GGRF) continuous appropriations for certain transit and housing programs from percentage allocations to fixed statutory dollar commitments, including \$800 million for the Affordable Housing and Sustainable Communities Program (AHSC), \$400 million for the Transit and Intercity Rail Capital Program (TIRCP), and \$200 million for the Low Carbon Transit Operations Program (LCTOP). The FY 2026–27 budget represents the first year under the new Cap-and-Invest structure.

The Governor’s proposed Cap-and-Invest expenditure plan funds the above programs at approximately 30 percent below the authorized levels due to lower-than-anticipated auction revenues. Preserving these programs is critical to completing priority transit improvements across California as well as continuing progress toward California’s housing and climate goals.

We respectfully urge the Legislature to fund TIRCP, AHSC and LCTOP at the statutory funding targets identified in SB 840.

2. Fulfill the SB 125 Transit Funding Commitment

In 2023, the Legislature adopted a \$5.1 billion multi-year transit funding package (SB 125), which included GGRF support of approximately \$230 million in FY 2026–27 and \$460 million in FY 2027–28 statewide. However, the Governor’s January budget proposal does not include these amounts in the proposed multi-year GGRF expenditure plan.

In the Bay Area, MTC programmed the region’s \$1.1 billion SB 125 allocation to both sustain transit operations through summer 2026 and to fulfill prior-year state budget commitments to BART to Silicon Valley Phase II and BART Transbay Core Capacity (SB 125’s \$5.1 billion included \$4 billion in transit capital funds approved in the 2022 State Budget; MTC committed the Bay Area’s share to the two capital projects). With the operating support addressed in earlier years, the Bay Area is counting on an additional \$250 million in GGRF appropriations for these two capital projects, both of which are underway.

We respectfully request the Legislature uphold the SB 125 framework and provide the remaining appropriations consistent with the prior year budget commitments. This will position these critical modernization projects to retain (or, in the case of BART to Silicon Valley Phase II, *secure*) federal matching funds and deliver the anticipated capacity, reliability, and economic benefits to the region and the state. To the extent the GGRF is oversubscribed and General Fund revenues are higher than anticipated, the Legislature could consider meeting its SB 125 commitment with a one-time General Fund appropriation instead.

3. Advance Housing Innovation at the Bay Area Housing Finance Authority (BAHFA)

MTC-ABAG is seeking \$15 million in one-time state funding to sustain key BAHFA programs through 2030, which are helping to increase access to affordable housing for Bay Area residents. Matched by MTC-ABAG and philanthropy, \$15 million would:

- Enable the Doorway Housing Portal, used by more than 450,000 housing seekers, to offer more apartment and ADU listings.
- Launch the innovative Mixed-Income Financing Program to close funding gaps for eligible housing developments. The program will also serve as a revenue stream to cover costs of administering the lending program and other important BAHFA efforts.
- Position BAHFA to advance a regional revenue measure as early as 2028.

Appropriating the full \$15 million in FY 2026-27 will help sustain these important programs through 2030, after which BAFHA aims to be self-sustaining through recovering interest earned and fees from the Mixed-Income Financing program listed above. Further, an earmark could help secure philanthropic funds by signaling the high value the state places on BAHFA’s success.

4. New Funding for Regions to Implement Sustainable Communities Strategies (SCS)

MTC-ABAG are joining partners across the state to request the Legislature provide new flexible, formula-based funding to metro regions to support implementation of state-mandated Sustainable Communities Strategies (SCS) — Plan Bay Area 2050 in the Bay Area. Eligible uses should include planning and technical assistance for regions and local governments to develop and implement Regional Housing Needs Allocation (RHNA) Cycle 7 (similar to the first round of Regional Early Action Planning (REAP) grants) and the expanded implementation activities eligible under REAP 2, including capital and operating 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.

5. Expand Transit Access for Bay Area Community College Students

Clipper® BayPass is a universal, unlimited transit access pass administered by MTC for trips on the 22 Bay Area transit systems that accept Clipper. The program is free to cardholders and has proven immensely successful in two pilot phases with a 30-35% increase in transit ridership among participating students and increased student retention among students with the passes.

If the Legislature proceeds with the \$125 million transit pass set-aside under SB 840, MTC recommends the Bay Area’s share be directed to expand Clipper® BayPass access for the region’s more than 400,000 community college students. This will not only ensure the funds expand transit usage in the near term, it will also improve educational outcomes and help grow the next generation of Bay Area transit riders. Bay Area community colleges are interested in offering BayPass but cannot afford to join given their limited resources and constraints on student fee increases.

For more information, please contact Georgia Gann Dohrmann, Assistant Director, Legislation and External Affairs, at ggannndorhmann@bayareametro.gov or 202-257-8801 or Scott Wetch, our Sacramento advocate, at swetch@actuml.com or 916-806-6476.

Sincerely,



Andrew B. Fremier
Executive Director

California State Senate

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SENATOR
JESSE ARREGUÍN
SEVENTH SENATE DISTRICT



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& COMMUNICATIONS
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California State Senate

SENATOR
SCOTT WIENER

威善高

ELEVENTH SENATE DISTRICT



STANDING COMMITTEES
ELECTIONS AND
CONSTITUTIONAL AMENDMENTS
CHAIR
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LEGISLATIVE ETHICS
PRIVACY, DIGITAL TECHNOLOGIES
AND CONSUMER PROTECTION
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CLIMATE CHANGE POLICIES
RULES
SELECT COMMITTEE
BAY AREA PUBLIC TRANSIT
CHAIR
MENTAL HEALTH CAUCUS
CHAIR

March 16, 2026

The Honorable John Laird
Chair, Senate Budget Committee
1021 O St, Room 8720
Sacramento, CA 95814

The Honorable Laura Richardson
Chair, Senate Budget Subcommittee #5
1021 O Street, Suite 7340
Sacramento, CA 95814

The Honorable Eloise Gómez Reyes
Chair, Senate Budget Subcommittee #2
1021 O Street, Suite 7210
Sacramento, CA 95814

**RE: Statewide Budget Consideration – Appropriate Remaining SB 125 Program
Funding and Establish Funding Certainty for TIRCP and LCTOP**

Dear Senators Laird, Reyes, and Richardson:

We, the undersigned members of the California State Senate, write to affirm our continued support for the \$5.1 billion state investment approved for public transit in the Budget Act of 2023 and to urge the appropriation of the final installments of this critical funding, totaling \$690 million in Greenhouse Gas Reduction Fund revenues for the Zero-Emission Transit Capital Program (ZETCP), in the Budget Acts of 2026 and 2027. Additionally, we write to voice our support for establishing funding certainty for the Transit and Intercity Rail Capital Program and

Low Carbon Transit Operations Program, as established in SB 840 (Limón). This letter responds to your February 10 direction to Senators to submit statewide budget requests for consideration by March 6.

SB 125 Funding: In 2023, the Legislature approved and Governor Newsom signed AB 102 (Ting) and SB 125 (Skinner), which together created a \$5.1 billion multi-year transit funding package. This package – commonly referred to as the “SB 125 program” – redirected existing transit capital funds and added new General Fund dollars to the new formula-based Transit and Intercity Rail Capital Program (TIRCP) and the ZETCP. The goal of this funding package was to sustain and expand essential transit service, following the pandemic, while advancing major transit and rail projects to meet state’s long-term environmental goals. Its size and multi-year design reflected the state’s intent to give transit agencies stable funding to recover ridership, allow supply chains to stabilize, and give regions time to plan and secure long-term funding solutions.

To access this funding, regional transportation planning agencies and metropolitan planning organizations were required to work with the transit agencies in their respective regions to develop and submit detailed allocation plans to the California State Transportation Agency (CalSTA) that address the accountability criteria that we, as the Legislature, established. Among other things, these allocation plans were required to address how funding received through this package and available through other regional/local resources would be used to address expected operational shortfalls, mitigate service cuts and fare increases, avoid layoffs, grow ridership, and improve the cleanliness and safety of their systems and that justify expenditures on major capital projects. The development of these plans benefited from deep engagement with transit agencies, the public, and regional stakeholders and appropriately balanced the project and service needs of transit agencies to maximize the benefits of our state investment. To help demonstrate their commitment to secure long-term funding solutions, regional entities and transit agencies in the San Francisco Bay Area, Central Coast, and San Diego, have prepared to pursue self-help measures. In return, our regional entities and transit agencies asked only that the state follow through on its commitment to provide the planned appropriations to the SB 125 program through Budget Acts, beginning in 2023.

In 2024 and 2025, due to the state’s fiscal challenges, the Governor proposed to eliminate the state’s commitments to the SB 125 program. As the Legislature, we responded by rejecting the proposals and advancing the planned appropriations. To date \$4.41 billion of the \$5.1 billion funding package has been appropriated through the Budget Acts of 2023, 2024, and 2025. The remaining \$690 million in Greenhouse Gas Reduction Fund revenues for the SB 125 – ZETCP is scheduled for appropriation in the Budget Acts of 2026 and 2027. In our region, the remaining regional share is planned for investment in major capital projects that leverage significant federal funding. However, the Governor’s proposed budget omits the planned \$230 million appropriations for Fiscal Year 2026-27 and does not acknowledge the planned \$460 million appropriation for Fiscal Year 2027-28.

We recognize the state’s ongoing fiscal challenges, but we cannot support the Governor’s recurring proposal to balance the budget at the expense of transit agencies. SB 125 appropriations have been essential to maintaining transit service and supporting ridership

recovery, and future funding remains critical to the industry’s continued stabilization and long-term funding efforts. Failing to provide the remaining SB 125 – ZETCP funds would lead to service cuts and layoffs, jeopardize fragile ridership gains and federal funding for capital projects, undermine regional efforts to advance sustainable, long-term funding solutions.

Again, we urge the Budget Act of 2026 to appropriate the planned \$230 million in GGRF for the formula-based ZETCP in FY 2026-27 and reaffirm the state’s commitment to appropriate \$460 million in GGRF to the program in FY 2027-28.

TIRCP and LCTOP Funding Certainty: In 2025, the Legislature approved and Governor signed AB 1207 (Irwin) and SB 840 (Limón), which together, extended the Cap-and-Trade program through 2045; renamed it the Cap-and-Invest program; and re-established the Cap-and-Invest Expenditure Plan, maintaining continuous appropriations for the TIRCP and Low Carbon Transit Operations Program (LCTOP).

As we engaged in last year’s Cap-and-Trade discussions, we emphasized the importance of funding certainty to the TIRCP and LCTOP. As we supported these bills, we expressed concerns about the final agreement’s placement of these programs in Tier 3 of the new GGRF Expenditure Plan as the placement creates unnecessary uncertainty. Under the new plan, Tier 3 programs receive funding only after all Tier 1 and Tier 2 programs’ funding commitments are met. When GGRF revenues fall short due to a weak auction market, Tier 3 programs are subject to proportional funding reductions. We flagged then that, in a weak market, the TIRCP and LCTOP could receive far less than the \$400 million and \$200 million we committed to the programs. The Governor’s proposed budget validates these concerns by projecting reduced appropriations of \$283 million and \$141 million, respectively.

Again, we urge the Budget Act of 2026 to establish funding certainty for these programs.

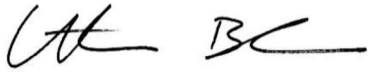
Sincerely,

JESSE ARREGUÍN
Senator, 7th District

SCOTT WIENER
Senator, 11th District

TIM GRAYSON
Senator, 9th District

BEN ALLEN
Senator, 24th District



CATHERINE BLAKESPEAR
Senator, 38th District



TOM UMBERG
Senator, 34th District



ROSILICIE OCHOA BOGH
Senator, 19th District



HENRY STERN
Senator, 27th District



SUSAN RUBIO
Senator, 22nd District



March 16, 2026

The Honorable Jesse Gabriel
Chair, Assembly Budget Committee
1021 O St, Room 8230
Sacramento, CA 95814

The Honorable Steve Bennett
Chair, Assembly Budget Subcommittee No. 4
1021 O Street, Suite 4710
Sacramento, CA 95814

RE: Statewide Budget Consideration – Appropriate Remaining SB 125 Program Funding and Establish Funding Certainty for TIRCP and LCTOP

Dear Assembly Members Gabriel and Bennett:

We, the undersigned members of the California State Assembly, write to affirm our continued support for the \$5.1 billion state investment approved for public transit in the Budget Act of 2023 and to urge the appropriation of the final installments of this critical funding, totaling \$690 million in Greenhouse Gas Reduction Fund revenues for the Zero-Emission Transit Capital Program (ZETCP), in the Budget Acts of 2026 and 2027. Additionally, we write to voice our support for establishing funding certainty for the Transit and Intercity Rail Capital Program and Low Carbon Transit Operations Program, as established in SB 840 (Limón). This letter responds to your direction to Assembly Members to submit statewide budget requests for consideration by March 6.

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To access this funding, regional transportation planning agencies and metropolitan planning organizations were required to work with the transit agencies in their respective regions to develop and submit detailed allocation plans to the California State Transportation Agency (CalSTA) that address the accountability criteria that we, as the Legislature, established. Among other things, these allocation plans were required to address how funding received through this package and available through other regional/local resources would be used to address expected operational shortfalls, mitigate service cuts and fare increases, avoid layoffs, grow ridership, and improve the cleanliness and safety of their systems and that justify expenditures on major capital projects. The development of these plans benefited from deep engagement with transit agencies, the public, and regional stakeholders and appropriately balanced the project and service needs of transit agencies to maximize the benefits of our state investment. To help demonstrate their commitment to secure long-term funding solutions, regional entities and transit agencies in the San Francisco Bay Area, Central Coast, and San Diego, have prepared to pursue self-help measures. In return, our regional entities and transit agencies asked only that the state follow through on its commitment to provide the planned appropriations to the SB 125 program through Budget Acts, beginning in 2023.

In 2024 and 2025, due to the state's fiscal challenges, the Governor proposed to eliminate the state's commitments to the SB 125 program. As the Legislature, we responded by rejecting the proposals and advancing the planned appropriations. To date \$4.41 billion of the \$5.1 billion funding package has been appropriated through the Budget Acts of 2023, 2024, and 2025. The remaining \$690 million in Greenhouse Gas Reduction Fund revenues for the SB 125 – ZETCP is scheduled for appropriation in the Budget Acts of 2026 and 2027. In our region, the remaining regional share is planned for investment in major capital projects that leverage significant federal funding. However, the Governor's proposed budget omits the planned \$230 million appropriations for Fiscal Year 2026-27 and does not acknowledge the planned \$460 million appropriation for Fiscal Year 2027-28.

We recognize the state's ongoing fiscal challenges, but we cannot support the Governor's recurring proposal to balance the budget at the expense of transit agencies. SB 125 appropriations have been essential to maintaining transit service and supporting ridership recovery, and future funding remains critical to the industry's continued stabilization and long-term funding efforts. Failing to provide the remaining SB 125 – ZETCP funds would lead to service cuts and layoffs, jeopardize fragile ridership gains and federal funding for capital projects, undermine regional efforts to advance sustainable, long-term funding solutions.

Again, we urge the Budget Act of 2026 to appropriate the planned \$230 million in GGRF for the formula-based ZETCP in FY 2026-27 and reaffirm the state's commitment to appropriate \$460 million in GGRF to the program in FY 2027-28.

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As we engaged in last year's Cap-and-Trade discussions, we emphasized the importance of funding certainty to the TIRCP and LCTOP. As we supported these bills, we expressed concerns about the final agreement's placement of these programs in Tier 3 of the new GGRF Expenditure Plan as the placement creates unnecessary uncertainty. Under the new plan, Tier 3 programs receive funding only after all Tier 1 and Tier 2 programs' funding commitments are met. When GGRF revenues fall short due to a weak auction market, Tier 3 programs are subject to proportional funding reductions. We flagged then that, in a weak market, the TIRCP and LCTOP could receive far less than the \$400 million and \$200 million we committed to the programs. The Governor's proposed budget validates these concerns by projecting reduced appropriations of \$283 million and \$141 million, respectively.

Again, we urge the Budget Act of 2026 to establish funding certainty for these programs.

Respectfully,



Alex Lee
Assemblymember, 24th District



Gail Pellerin
Assemblymember, 28th District



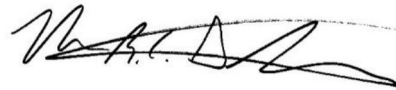
Mark Gonzalez
Assemblymember, 54th District



Rhodesia Ransom
Assemblymember, 13th District



Liz Ortega
Assemblymember, 20th District



Nick Schultz
Assemblymember, 44th District



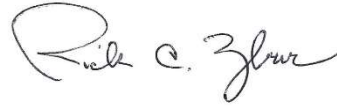
Dr. Darshana Patel
Assemblymember, 76th District



Jose Luis Solache, Jr.
Assemblymember, 62nd District



Buffy Wicks
Assemblymember, 14th District



Rick Zbur
Assemblymember, 51st District

California State Senate

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SENATOR
JESSE ARREGUÍN
SEVENTH SENATE DISTRICT



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BUSINESS, PROFESSIONS
& ECONOMIC DEVELOPMENT

ENERGY, UTILITIES
& COMMUNICATIONS

LOCAL GOVERNMENT

TRANSPORTATION

March 6, 2026

The Honorable Monique Limón
President pro Tempore, California State
Senate
1021 O Street, Suite 8518
Sacramento, CA 95814

The Honorable John Laird
Chair, Senate Budget and Fiscal Review
Committee
1021 O Street, Suite 8720
Sacramento, CA 95814

The Honorable Melissa Hurtado
Chair, Budget Sub #4
1021 O Street, Suite 6510
Sacramento, CA 95814

Re: FY 2026-27 Budget Request of \$32 million to support California’s Three Regional Housing Finance Authorities

Dear President pro Tempore Limón, Chair Laird and Chair Hurtado:

With a new critical mass of Regional Housing Finance Authorities (RHFA) covering almost half of the state’s population, we write to respectfully request a one-time budget allocation of \$32 million to support their innovative, regionally-driven approaches to meeting a wide range of housing needs.

California’s three RHFA include the Bay Area Housing Finance Authority (BAHFA), established October 2020; Los Angeles County Affordable Housing Solutions Agency (LACAHS), established June 2022; and the San Diego Regional Housing Finance Agency (SD-RHFA), established June 2025. Combined, they serve 48% of Californians and bring substantial revenue raising power to the formidable task of advancing housing production, preservation, and renter protections.

Budget Request Breakdown	
Region	One-Time Amount
Bay Area (BAFHA)	\$15 million
LA County (LACAHS)	\$ 8 million

San Diego (SD-RHF)	\$ 9 million
Total	\$32 million

Below we share an overview of how each agency would deploy these funds to complement the state’s existing programs.

Bay Area Housing Finance Authority

BAHFA’s new strategic plan charts a path to self-sufficiency by 2030 via a revenue-generating loan program and fees. \$15 million in one-time state support - matched by MTC-ABAG and philanthropy - would sustain the agency’s most promising programs for the intervening four years. This includes:

1. Allowing the Doorway Housing Portal, used by more than 450,000 housing seekers, to offer more apartment and ADU listings;
2. Launching the innovative Mixed-Income Financing Program, which will generate revenue for the agency; and
3. Positioning BAHFA to advance a large regional revenue measure as early as 2028.

Appropriating the full \$15 million in this budget will help BAHFA attract the additional expertise needed to run the lending program and increase confidence in Doorway’s longevity among the property managers who are its key partners. It will also signal to philanthropy the high value the state places on BAHFA’s success.

Los Angeles County Affordable Housing Solutions Agency

Funded by a portion of the sales tax revenue generated by Measure A, passed on November 5, 2024, LACAHSAs is in its first year of funded operations. As these funds begin reaching communities for the first time, LACAHSAs has identified a critical need for technical assistance and regional coordination to ensure these investments are deployed effectively and equitably. This budget request would:

1. Coordinate housing investments to accelerate the development and preservation of affordable housing across the region;
2. Streamline administrative processes to improve operations and build the internal systems needed for regional success; and
3. Strengthen regional capacity to innovate in the delivery and preservation of affordable housing, and to administer accessible renter protection and homelessness prevention programs.

An appropriation of \$8 million in the FY 2026-27 budget will help LACAHSAs to fund three years of regional implementation supporting affordable housing production and preservation, renter protection, and homelessness prevention. These funds would be critical to helping scale this work equitably across LA County.

San Diego Regional Housing Finance Agency

San Diego's finance agency is unique in that it was formed by two education partners, the San Diego Unified School District and the San Diego Community College District, both entities that have already embarked on commitments to provide housing that can serve their workforces. San Diego Unified just approved the development of 2,500 workforce housing units on five school properties. San Diego Community College has an 800-bed development underway on the City College Campus in downtown San Diego. Together as the two partners in the San Diego RHFA, they have set a strategic framework with the following elements:

Mission: Build and preserve housing near jobs, schools, and transit so San Diegans can live in communities where they work and thrive.

Vision: A San Diego where every resident has a quality, affordable home close to current and future opportunities.

Nine million in one-time state support would enable the authority to attract qualified staff that can build out the pilot programs in support of these goals over the next four years:

1. **Production & Preservation:** Preserve and increase affordable homes near jobs, schools, and services
2. **Sustainability & Generational Impact:** Create sustainable housing solutions that protect today's residents and future generation
3. **Community & Systems Impact:** Align housing, education, and transportation investments to strengthen neighborhoods and reduce displacement.
4. Continue to uplift the model of housing being developed on educational partner land with a focus on sustaining the education workforce, students and the families whose children attend California public education institutions.
5. Position the authority to have the needed internal infrastructure as a housing development leader grounded in the education space and pursue long-term financial sustainability via several strategies under consideration, including advancing a regional revenue measure as early as 2028, continuing to diversify its philanthropic funding base, and working with the state to support capacity development and funding for the education sector.

Spanning the state, these three RHFAs sit in a unique position: They can operate programs at a scale large enough to achieve efficiencies and make a significant impact while also nimbly tailoring those programs to local needs. They are taking on roles as coordinating entities and problem solvers for regionally-significant issues, e.g. fighting the federal government's harmful Continuum of Care NOFA. And each of the RHFAs has either passed a large-scale regional revenue measure or is exploring credible options for 2028. Sustaining and growing these partners to help meet the state's ambitious housing goals is an effective and efficient use of limited state resources.

Thank you for considering our request.

Sincerely,



Jesse Arreguín
Senator, District 7



Akilah Weber Pierson
Senator, District 39



María Elena Durazo
Senator, District 26



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

April 15, 2026

The Honorable Monique Limón
President pro Tempore, California Senate
1021 O Street, Suite 8518
Sacramento, CA 95814

The Honorable Robert Rivas
Speaker, California State Assembly
1021 O Street, Suite 8330
Sacramento, CA 95814

The Honorable John Laird
Chair, Senate Budget and Fiscal Review
Committee
1021 O Street, Suite 8720
Sacramento, CA 95814

The Honorable Jesse Gabriel
Chair, Assembly Budget Committee
1021 O Street, Suite 8230
Sacramento, CA 95814

The Honorable Melissa Hurtado
Chair, Senate Budget Subcommittee #4
1021 O Street, Suite 6510
Sacramento, CA 95814

The Honorable Sharon Quirk-Silva
Chair, Senate Budget Subcommittee #5
1021 O Street, Suite 4210
Sacramento, CA 95814

Re: FY 2026-27 Budget Request for Regional Housing Finance Agencies

Dear President pro Tempore Limón, Speaker Rivas, and Chairs Laird, Gabriel, Hurtado, and Quirk-Silva:

On behalf of California’s three regional housing finance authorities (RHFAs), we write to respectfully request a one-time budget allocation of \$32 million to support our innovative, regionally-driven approaches to today’s housing challenges. Our agencies collectively serve almost half of Californians and bring substantial revenue raising power to advance housing affordability and access. One-time state assistance will sustain our vital role in addressing a wide range of housing needs throughout California.

Authorized by state law, California’s three RHFAs formed in the last six years to support ambitious state and local housing goals:

- Bay Area Housing Finance Authority (BAHFA), established in 2020
- Los Angeles County Affordable Housing Solutions Agency (LACAHSAs), established in 2022
- San Diego Regional Housing Finance Authority (SD-RHFA), established in 2025

RHFAs sit in a unique position: We deliver results on state housing goals through the lens of local and regional needs. In a state as large as California, regional agencies serve as an effective bridge between the state and local governments. We are close to the ground, with boards of local elected and appointed leaders and staff who live in the communities they serve. This proximity allows us to identify local resource gaps and tailor programs to address them. At the same time, we can operate programs at an efficient scale that makes a significant impact. And each of our agencies has either passed a large-scale regional revenue measure or is exploring credible options for 2028.

For these reasons, sustaining and growing our agencies is an effective use of one-time state resources. Our request is narrowly tailored to focus on the amounts needed to execute our near-term plans:

Budget Request Breakdown	
Region	One-Time Amount
Bay Area	\$15 million
Los Angeles	\$8 million
San Diego	\$9 million
Total	\$32 million

Below we share an overview of our plans to deploy the funds to complement the state’s existing programs.

Bay Area Housing Finance Authority

BAHFA’s new strategic plan charts a path to self-sufficiency by 2030 via a revenue-generating loan program and fees. Fifteen million dollars in state support, matched by MTC-ABAG and philanthropy, would sustain the agency’s most promising programs for the intervening four years. This includes:

1. **Allowing the award-winning Doorway Housing Portal to offer more listings.** Used by upwards of 506,000 housing seekers to date, Doorway has placed over 3,200 households in affordable homes and filled 200 + waitlists for properties across the nine counties. State funding will allow Doorway to accommodate more apartment listings, add accessory

dwelling units, and provide additional features. By 2030, operating costs are projected to be covered by local contributions and small fees on property managers for special features.

2. **Launching a Revenue-Generating Mixed-Income Financing Program.** This flexible tool will deliver affordability swiftly for households across a mix of income levels and with limited public subsidy – and will generate revenue to support the agency’s financial independence. The state’s support will allow BAHFA to hire staff with the necessary financial expertise to run the program until it becomes self-sustaining.
3. **Positioning BAHFA to advance a large housing revenue ballot measure as early as 2028.** After shelving a \$20 billion regional housing bond in 2024 due to shifting voter sentiment, BAHFA is actively working with stakeholders to identify and prepare for the next opportunity to go to the ballot. These efforts impose significant upfront costs on the agency, including crafting a statutorily-required expenditure plan. State funds will also support technical assistance to local housing departments for their expenditure plans.

Appropriating the full \$15 million upfront in FY 2026-27 will help BAHFA attract and retain necessary staff expertise and will increase confidence in Doorway’s longevity among the property managers who are its key partners. State support at this pivotal moment will also signal to philanthropy the high value the state places on BAHFA’s success.

Los Angeles County Affordable Housing Solutions Agency

LACAHSAs has identified a critical need for technical assistance and regional coordination to ensure local investments are deployed effectively and equitably. LACAHSAs’s request for \$8 million would help align and leverage \$254 million in locally generated revenue, a nearly 32x return on investment to the state.

This budget request would:

1. Coordinate housing investments to accelerate the development and preservation of over 3,000 units of affordable housing across the region;
2. Streamline administrative processes to improve operations and build the internal systems needed for regional success; and
3. Strengthen regional capacity to innovate in the delivery and preservation of affordable housing, including social housing, and to administer accessible renter protection and homelessness prevention programs for 7,300 people.

San Diego Regional Housing Finance Authority

Uniquely, two education partners formed SD-RHFA: the San Diego Unified School District and the San Diego Community College District, both of whom had already embarked on commitments to provide housing for our workforces. (San Diego Unified just approved 2,500 workforce homes on five school properties, while the community college district has an 800-bed development underway on the City College Campus.) We adopted a strategic framework in June 2025:

Mission: Build and preserve housing near jobs, schools, and transit so San Diegans can live in communities where they work and thrive.

Vision: A San Diego where every resident has a quality, affordable home close to current and future opportunities.

We’re dedicated to advancing the model of housing development on educational partner land to sustain the education workforce, students and the families whose children attend California public education institutions. Nine million dollars in state support would enable us to attract qualified staff that can build out pilot programs in support of key goals over the next four years: preserve and increase affordable homes near jobs, schools, and services; create sustainable housing solutions that protect today’s residents and future generation, and align housing, education, and transportation investments to strengthen neighborhoods and reduce displacement.

The state’s assistance will position the agency with the necessary internal infrastructure to pursue long-term financial sustainability via several strategies under consideration, including advancing a regional revenue measure as early as 2028, continuing to diversify our philanthropic funding base, and working with the state to support capacity development and funding for the education sector.

While positioned differently in our respective regions, our agencies share a commitment to fulfilling the legislature’s vision for regional housing finance agencies - in particularly raising large-scale revenue. We respectfully request your one-time assistance to continue our work to house Californians.

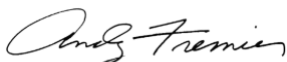
Sincerely,



Dr. Cody Petterson, Chair
San Diego Regional Housing Finance
Authority



Seyron Foo, Chief Intergovernmental Relations
Officer
LACAHS



Andrew B. Fremier, Executive Director
MTC-ABAG-BAHFA
Joint MTC ABAG Legislation Committee
May 8, 2026

California State Senate

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SENATOR
JOSH BECKER

THIRTEENTH SENATE DISTRICT



STANDING COMMITTEES
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CHAIR
ENERGY, UTILITIES &
COMMUNICATIONS
INSURANCE
REVENUE & TAXATION
JOINT COMMITTEE
LEGISLATIVE AUDIT
SELECT COMMITTEE
ECONOMIC DEVELOPMENT &
TECHNOLOGICAL INNOVATION
CHAIR
CAUCUSES
BAY AREA CAUCUS
CHAIR
JEWISH CAUCUS
VICE CHAIR

May 19, 2026

The Honorable Senator John Laird
Chair, Senate Budget Committee
California State Senate
1021 O Street, Suite 8620
Sacramento, CA 95814

The Honorable Jesse Gabriel
Chair, Assembly Budget Committee
California State Assembly
1021 O Street, Suite 8230
Sacramento, CA 95814

Dear Chairs Laird and Gabriel,

On behalf of the California Legislative Bay Area Caucus members, we write to highlight our top regional budget priorities for inclusion in the Fiscal Year 2026–27 state budget. Each request reflects a shared commitment to meeting California’s critical goals for housing affordability, climate resilience, local government financing, workforce safety, economic development, and regional infrastructure investment.

Bay Area Housing Finance Authority (BAHFA)

The Bay Area Caucus offers strong support for Senator Arreguin’s and Assemblymember Wick’s request for \$15 million in one-time funding to support BAHFA’s new strategic plan that charts a path to self-sufficiency by 2030 via a revenue-generating loan program and fees. This funding - matched by MTC-ABAG and philanthropy - would sustain the agency’s most promising programs for the intervening four years. This includes:

1. Allowing the Doorway Housing Portal, used by more than 450,000 housing seekers, to offer more apartment and ADU listings;
2. Launching the innovative Mixed-Income Financing Program, which will generate revenue for the agency; and
3. Positioning BAHFA to advance a large regional revenue measure as early as 2028.

Appropriating the full \$15 million in this budget will help BAHFA attract the additional expertise needed to run the lending program and increase confidence in Doorway’s

longevity among the property managers who are its key partners. It will also signal to philanthropy the high value the state places on BAHFA's success.

Proposition 4 Coastal Resiliency

We respectfully request an increase in two of the FY 26/27 budget allocations from Proposition 4 for the State Coastal Conservancy. Specifically, we are requesting that the allocation for Coastal Resilience be increased from \$30.8 million to \$60 million, and the allocation for the San Francisco Bay Restoration Authority Act & San Francisco Bay Area Conservancy Program be set at \$15 million. As the State works to ensure that our communities are resilient to the impacts of climate change, coastal and flood resilience must remain a priority.

This request represents the consistent acknowledgement that the Bay Area is ground zero for sea level rise, putting coastal communities at significant risk, and would be consistent with last year's recognition of the need for much needed Prop 4 funding.

The Legislative Analyst's Office notes that the state could experience up to seven feet of sea level rise by 2100. According to a joint report from the Metropolitan Transportation Commission and Bay Conservation and Development Commission, the Bay Area is expected to experience two-thirds of the impacts of that in the coming decades. That means tens of thousands of households, hundreds of thousands of jobs, and billions of dollars' worth of public infrastructure are at risk of flooding across the Bay Area alone.

Coastal Conservancy has a proven track record of allocating funding effectively and efficiently to impactful projects across the state. By increasing the amount of Proposition 4 funding available to the agency this year, the State will accelerate our readiness and reduce future disaster response costs by ensuring that communities are more resilient to changing climate conditions.

Vehicle License Fee Shortfall

We also respectfully request that the in-lieu Vehicle License Fee (VLF) shortfall amount of \$156,989,744 for San Mateo County and its cities be included in this year's State budget. This amount covers a \$119,238,751 shortfall for FY 24-25 and an unpaid balance of \$37,750,993 from FY 23-24. Our local governments rely on these funds to deliver critical services to their residents, for which costs are rising.

The State's in-lieu VLF payment obligation was established by the VLF "Swap," which was an integral part of the 2004 Budget compromise. Under the terms of that compromise, the State permanently reduced the annual VLF rate, which significantly decreased counties and cities' revenues and, for two fiscal years, shifted an additional \$1.3 billion in property taxes away from counties, cities, and special districts to pay the state's school funding obligations and address the state's budget deficit. In exchange, the State guaranteed counties and cities an "in-lieu" VLF payments for the lost

revenues. See Rev. & Tax Code 97.70(b)(1) expressly providing that counties and cities “shall” receive their in-lieu VLF amount.

Historically, the state has made counties and cities whole by reimbursing in-lieu VLF shortfalls through a special appropriation in the State budget. This appropriation ensures that San Mateo County and its cities are treated like all other counties and cities in the state, by receiving their full in-lieu VLF payment as required by law. However, the Governor’s January proposed Budget did not include an appropriation to cover San Mateo County’s fiscal year 2024-25 in-lieu VLF shortfall.

VLF funds 18% of County services, including public safety, health and social services, and parks. Unlike every other California county, San Mateo County does not receive the State’s VLF obligation, and without it the County would face major cuts to non-mandated services. With federal funding reductions looming and no viable local revenue source to offset the loss, State action is critical to avoid service disruptions, protect vulnerable residents, and sustain progress in behavioral health and housing services.

East Bay Regional Wildfire Taskforce

The Bay Area Caucus offers strong support for Senator Grayson’s \$15 million one-time allocation request in the FY 26-27 budget to support the East Bay Regional Wildfire Taskforce and its coordinated wildfire resilience efforts across the East Bay region. The Taskforce was formed to reduce wildfire risk, strengthen regional preparedness, and improve coordination between local governments, fire districts, and state agencies. Participating entities include the cities of Berkeley, Oakland, Lafayette, Moraga, Orinda, and San Ramon, as well as regional fire protection districts and state agencies.

The East Bay is among the most wildfire-prone regions in California. Recent analyses identified Moraga and Orinda among the Bay Area communities most vulnerable to an urban firestorm, while many East Bay ZIP codes continue to experience high rates of insurance nonrenewals due to wildfire risk. The region’s wildland-urban interface also borders critical statewide infrastructure, including transportation corridors, water systems, and energy transmission lines.

This one-time appropriation, \$12 million to Contra Costa County and \$3 million to Alameda County for administration, would support:

1. Improvements to evacuation routes and evacuation modeling;
2. Enhanced early incident detection and regional response coordination;
3. Defensible space management and fuel reduction projects;
4. Multilingual public education and wildfire prevention outreach; and
5. Development of scalable regional coordination strategies for other high-risk areas statewide.

Investing in prevention and regional coordination now will reduce long-term disaster recovery costs, strengthen statewide climate resilience, and protect communities, infrastructure, and local economies across the Bay Area and California.

CalHFA Construction Credit Enhancement Fund

The Bay Area Caucus strongly supports Senator Cortese and Assemblymember Kalra's proposal in SB 750 (Cortese) for a one-time \$50 million appropriation to establish a construction credit enhancement fund at CalHFA. The program would lower borrowing costs, attract private capital, and accelerate approved housing developments into construction. Because the reserve account would only cover 10% of outstanding loan balances, a \$50 million reserve could leverage up to \$500 million for affordable housing projects, maximizing the state's return on investment.

California continues to face a severe housing crisis. Projects currently in development could provide homes for more than 559,000 low- to moderate-income households but rising interest rates and limited private financing are delaying construction statewide. Credit enhancement programs have already proven effective in other sectors, including health facility financing. Applying this model to housing would stabilize construction financing costs, extend existing housing bond resources, and accelerate critically needed affordable housing production. Historically, federally guaranteed housing projects have had low default rates, limiting the state's financial exposure.

This investment would create a self-sustaining financing mechanism to support long-term housing production while addressing California's urgent affordability and economic challenges.

Oakland Roots & Soul FIFA World Cup Base Camp

The Bay Area Caucus strongly supports Assemblymember Bonta's state funding request (\$1.6 million in FY 26-27) for the Oakland Roots & Soul FIFA Team Base Camp Training Site for the 2026 FIFA Men's World Cup. The Oakland Roots & Soul facility was selected by the Australian National Soccer Team as one of only three official team base camps in California for the tournament. This opportunity presents significant economic and tourism benefits for the East Bay and the State of California.

Hosting a Team Base Camp is projected to generate between \$25 million and \$35 million in economic output, support up to 210 local jobs, generate as many as 30,000 hotel nights, and attract between 60,000 and 80,000 visitors to the East Bay during the tournament period. Local restaurants, small businesses, hotels, and cultural institutions throughout the region are expected to benefit from tourism and international visibility.

Even with support commitments from the City of Alameda, City of Oakland, and Alameda County, the project still faces a substantial funding gap. Supporting this request would help maximize the economic benefits of the World Cup for the Bay Area while showcasing California on a global stage.

Cal/OSHA Enforcement and Workplace Safety Pilot Program

The Bay Area Caucus strongly supports Assemblymember Ortega's request to redirect \$10 million of unused funding from the Occupational Safety and Health Fund and if needed, the Labor and Workforce Development Fund, to support a pilot program empowering public prosecutors in Alameda and Santa Clara Counties to investigate and prosecute severe workplace injury and fatality cases.

Due to chronic staffing shortages, Cal/OSHA's Bureau of Investigations has struggled to meet its statutory obligations to investigate workplace fatalities and major injury incidents. A recent state audit found that Cal/OSHA significantly underspent its appropriations while fund balances grew to approximately \$201 million, and that only 1.7% of serious cases between 2019 and 2022 were referred to criminal prosecution.

This pilot program would allow participating District Attorneys' offices to hire investigators and prosecutors dedicated to workplace fatality and permanent disability cases, strengthening enforcement of California's worker protection laws. The proposal builds on prior successful state investments supporting local enforcement partnerships related to labor protections and wage theft enforcement.

Strengthening workplace safety enforcement will help ensure that California's labor protections are meaningfully implemented, improve accountability for serious violations, and better protect workers across some of the state's largest employment centers.

Conclusion

These proposals represent core priorities of the Bay Area Caucus — and urgent opportunities for the State of California to invest in housing stability, economic strength, environmental resilience, worker protections, and globally significant economic development opportunities that benefit both the Bay Area and California as a whole.

We appreciate your leadership on these issues and respectfully urge your support to advance these budget requests in the final budget package.

Thank you for your consideration of this request.

Sincerely,



JOSH BECKER
Senator, 13th Senate District
Chair, Bay Area Caucus



Buffy Wicks
Assemblymember, 14th Assembly District
Vice Chair, Bay Area Caucus



April 30, 2026 (Resubmitted on May 4, 2026)

Lauren Sanchez, Chair
 California Air Resources Board
 1001 I Street
 Sacramento, CA 95814

RE: Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms – Significant Concerns

Chair Sanchez:

We, the undersigned transit agencies, metropolitan planning organizations, and regional transportation planning agencies, write to you today to voice our **significant concerns** with the *Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms (Proposed Amendments)*, released by the California Air Resources Board (CARB) on April 14, 2026. The Proposed Amendments are expected to be considered by CARB at its May 28-29, 2026, monthly meeting.

In 2025, we supported the efforts of the Newsom Administration and Legislature to extend the Cap-and-Trade program beyond 2030. We supported the proposed early action on the extension, as long-time partners to the state in combatting climate change and addressing air quality issues and because we understood that such action was critical to stabilizing the market and continuing investment from the Greenhouse Gas Reduction Fund (GGRF) in key climate programs. As the effort gained traction, we called on the state to maintain ongoing investment from the GGRF in the Affordable

Housing and Sustainable Communities Program (AHSC), Transit and Intercity Rail Capital Program (TIRCP), and Low Carbon Transit Operations Program (LCTOP), noting that these investments reduce greenhouse gas emissions, deliver air quality benefits and travel costs savings, and create jobs (in manufacturing, construction, maintenance, and operations). In our advocacy, we further argued that, as housing and transportation are the two largest household expenses, the state should consider investment in these programs to be part of the solution to California's affordability crisis. We were pleased to see that, consistent with our advocacy, the enacted legislation maintained continuous appropriations from the GGRF for the AHSC, TIRCP, and LCTOP while also committing – for the first time – ongoing funding for air quality initiatives in AB 617 communities.

Today, however, we voice our concerns with the Proposed Amendments' impact to the GGRF, which we believe will, in the upcoming fiscal years, zero out hard-fought annual funding for the AHSC, TIRCP, and LCTOP. More specifically, we estimate that we and the constituencies we serve will lose up to \$1.65 billion in GGRF annually – funding we have relied on for over a decade, without any plan from the state to backfill these losses. To date, these programs have invested a combined \$6.2 billion in projects and services that delivered generational projects, like affordable transit-oriented housing developments, major transit and rail capital projects and zero-emission transit vehicles as well as quality of life improvements, like transit service expansions and discounted transit passes. Most of this investment benefited California's priority populations, with 89% of total AHSC funding and 94% of total TIRCP and LCTOP funding being directed to disadvantaged and low-income communities.

As we understand it, CARB advanced this proposal in the Proposed Amendments in response to calls from some legislators and stakeholders to further address the affordability crisis faced by Californians. In objecting to the proposal, we want to be clear: we agree that the Proposed Amendments should, as called for by AB 1207, address affordability; we believe the Proposed Amendments must apply a broader definition of affordability. To the constituencies we represent and/or serve, addressing affordability requires continued state investment that supports good paying, life-sustaining jobs and means access to affordable housing and transit options, travel timing savings that buy Californians more time with family and friends, and personal health unburdened by the harms of air pollution. Unfortunately, the Proposed Amendments fail on these fronts and regress on the state's efforts to deliver more affordable housing units, more accessible and affordable public transit, and better air quality for our vulnerable communities by gutting key climate programs. **We call on the state to revisit the proposal and maintain robust funding in the GGRF for the AHSC, TIRCP, and LCTOP.**

We know that CARB is balancing numerous objectives with the Proposed Amendments and is working to enact a final regulation that furthers the state’s climate and air quality goals while also confronting the challenges faced by regulated industries and everyday Californians. We ask that, as CARB advances the Proposed Amendments, that you consider the importance of the GGRF-funded programs and their role in addressing affordability and incorporate this more expansive understanding in the final regulation.

Sincerely,

Salvador Llamas
General Manager / CEO
Alameda-Contra Costa Transit District

Martin J. Tompkins
Executive Director / CEO
Antelope Valley Transit Authority

Maura F. Twomey
Executive Director
Association of Monterey Bay Area Governments

Rob Padgette
Managing Director
Capitol Corridor

Bill Churchill
General Manager
**Central Contra Costa Transit Authority
(County Connection)**

Kaki Cheung
Acting Executive Director
**City/County Association of Governments
of San Mateo County (C/CAG)**

Claude McFerguson
Director of Transportation
City of Commerce Transit

Anuj Gupta
Director
**City of Santa Monica Department of
Transportation**

Dee Dee Cavanaugh
Mayor
City of Simi Valley

Jaime Wright
Public Works Manager – Transit Services
Department of Public Works
County of Placer

Rashidi Barnes
Chief Executive Officer
**Eastern Contra Costa Transit Authority
(Tri Delta Transit)**

Doran J. Barnes
CEO
Foothill Transit

Gregory A. Barfield
Director
Fresno Area Express

Vanessa Rauschenberger
General Manager
Gold Coast Transit District

Denis J. Mulligan
General Manager
**Golden Gate Bridge, Highway &
Transportation District**

Arthur V. Sohikian
Executive Director
High Desert Corridor JPA

David Aguirre
Executive Director
**Imperial County Transportation
Commission**

Stephanie Wiggins
Chief Executive Officer
**Los Angeles County Metropolitan
Transportation Authority**

Christy Wegener
Executive Director
**Livermore/Amador Valley Transit
Authority**

Kenneth A. McDonald
President and Chief Executive Officer
Long Beach Transit

Robert Betts
General Manager
Marin Transit

Andrew B. Fremier
Executive Director
Metropolitan Transportation Commission

Carl Sedoryk
General Manager / CEO
Monterey-Salinas Transit

Danielle Schmitz
Executive Director
Napa Valley Transportation Authority

Erin Rogers
CEO and General Manager
Omnitrans

Michelle Bouchard
Executive Director
**Peninsula Corridor Joint Powers Board
(Caltrain)**

Henry Li
General Manager / CEO
Sacramento Regional Transit District

Mario Orso
Chief Executive Officer
San Diego Association of Governments

Sharon Cooney
Chief Executive Officer
San Diego Metropolitan Transit System

Rodd Lee
Assistant General Manager, External Affairs
**San Francisco Bay Area Rapid Transit
District**

Seamus Murphy
Executive Director
**SF Bay Ferry / Water Emergency
Transportation Authority**

Julie Kirschbaum
Director of Transportation
**San Francisco Municipal Transportation
Agency**

Peter Rodgers
Executive Director
**San Luis Obispo Council of
Governments**

April Chan
General Manager / CEO
San Mateo County Transit District

Jerry Estrada
General Manager
Santa Barbara Metropolitan Transit District

Carolyn M. Gonot
General Manager / CEO
Santa Clara Valley Transportation Authority

Corey Aldridge
Chief Executive Officer
Santa Cruz Metropolitan Transit District

Beth Kranda
Executive Director
Solano County Transit

Emily Betts
Transit Manager
Sonoma County Transit

James R. Cameron
Executive Director
Sonoma County Transportation and Climate Authorities

Eddy Cumins
General Manager
Sonoma-Marin Area Rail Transit (SMART)

Darren Kettle
Chief Executive Officer
Southern California Regional Rail Authority (Metrolink)

Mona Babauta
CEO/General Manager
SunLine Transit Agency

Todd A. Muck
Executive Director
Transportation Agency for Monterey County

Kevin Sheridan
Executive Director / CEO
Tri-Valley – San Joaquin Valley Regional Rail Authority (Valley Link)

Martin Erickson
Executive Director
Ventura County Transportation Commission

Rob Thompson
General Manager
Western Contra Costa Transit Authority (WestCAT)

cc: Members and Staff, California State Legislature
Members, California Air Resources Board
Jamie Callahan, Deputy Chief of Staff, Office of Governor Gavin Newsom
Trey Reffett, Deputy Cabinet Secretary, Office of Governor Gavin Newsom
Sarah Swig, Deputy Cabinet Secretary and Senior Advisor, Office of Governor Gavin Newsom
Steve Cliff, Executive Officer, California Air Resources Board
Rajinder Sahota, Deputy Executive Officer, California Air Resources Board
Toks Omishakin, Secretary, California State Transportation Agency
Erin Curtis, Executive Director, Strategic Growth Council



April 30, 2026 (Resubmitted on May 4, 2026)

Lauren Sanchez, Chair
 California Air Resources Board
 1001 I Street
 Sacramento, CA 95814

RE: Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms – Significant Concerns

Chair Sanchez:

We, the undersigned organizations, write to you today to voice our **significant concerns** with the *Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms (Proposed Amendments)*, released by the California Air Resources Board (CARB) on April 14, 2026. The Proposed Amendments are expected to be considered by CARB at its May 28-29, 2026, monthly meeting.

In 2025, our organizations, representing affordable housing, local government, transportation / transit, environmental, environmental justice, and labor interests from across the state,

supported the efforts of the Newsom Administration and Legislature to extend the Cap-and-Trade program beyond 2030. We supported the proposed early action on the extension, as we understood the importance of the program to meeting California’s long-term climate and air quality goals and believed state officials’ public statements that such action was immediately necessary to stabilize the market and continue the state’s investment from the Greenhouse Gas Reduction Fund (GGRF) in key climate programs. As the effort gained traction in AB 1207 (Irwin) and SB 840 (Limon), we supported the legislation and defended the bills against attacks from stakeholders, including the industry sectors subject to the program. We were pleased to see that the enacted legislation, consistent with our objectives, extended the program through 2045, renamed the program the “Cap-and-Invest” program, and maintained continuous appropriations from the GGRF for the Affordable Housing and Sustainable Communities Strategies Program (AHSC), Transit and Intercity Rail Capital Program (TIRCP), and Low Carbon Transit Operations Program (LCTOP) while also committing – for the first time – ongoing funding for air quality initiatives in AB 617 communities.

Today, however, we are gravely concerned with the program’s proposed direction, as identified by CARB in the Proposed Amendments. Specifically, we are concerned with, and object to, the Proposed Amendments’ proposal to increase allowances, including to the state’s electricity and gas utility companies, by nearly \$2 billion annually to support, among other things, an enhanced Climate Credit. This proposal, while well-intentioned, would reduce the GGRF revenue by a commensurate amount annually, which we believe will, in the upcoming fiscal years, zero out hard-fought annual funding for the AHSC, TIRCP, LCTOP, and AB 617 communities. This funding, which has been a centerpiece of the state’s climate strategy since 2015, supports the buildout of affordable transit-oriented housing and major transit projects, deployment of zero-emission vehicles, transit service, fare free and discounted transit passes, and community air quality initiatives. Over the last decade, as identified by CARB, implemented projects funded by these programs have delivered the following GHG emission reductions and benefits.

- AHSC:
 - 6,632,693 MTCO₂e GHG emissions reduced
 - \$4.85 billion invested, with \$4.0 billion benefitting priority populations
 - 22,877 units of affordable housing funded

- TIRCP:
 - 23,369,888 MTCO₂e GHG emissions reduced
 - \$2.74 billion invested, with \$1.58 billion benefitting priority populations
 - 263 transit projects implemented

- LCTOP:
 - 7,446,600 MTCO₂e GHG emissions reduced

- \$1.23 billion invested, with \$1.14 billion benefitting priority populations
- 1,123 projects and services implemented
- AB 617:
 - 282,500 MTCO_{2e}
 - \$527 million invested, with \$442.68 million benefitting priority populations
 - 9,004 projects implemented

We estimate that the constituencies we represent and/or serve will lose up to \$1.65 billion in GGRF annually – funding they have relied on for over a decade, without any plan from the state to backfill these losses. Given the GHG reductions from these programs outlined above, reducing their funding will jeopardize the state’s ability to meet its 2030 GHG reduction targets.

As we understand it, CARB advanced this proposal in the Proposed Amendments in response to calls from some legislators and stakeholders to further address the affordability crisis faced by Californians. In objecting to the proposal, we want to be clear: we agree that the Proposed Amendments should, as called for by AB 1207, address affordability; we believe the Proposed Amendments must apply an understanding of affordability that extends beyond utility bills. To the constituencies we represent and/or serve, addressing affordability requires continued state investment that supports good paying, life-sustaining jobs and means access to affordable housing and transit options, travel timing savings that buy Californians more time with family and friends, and personal health unburdened by the harms of air pollution – not just lower utility bills. Unfortunately, the Proposed Amendments fail on these fronts and regress on the state’s efforts to deliver more affordable housing units, more accessible and affordable public transit, and better air quality for our vulnerable communities by gutting key climate programs in favor of slightly lower utility bills. **We call on the state to revisit the proposal and maintain robust funding in the GGRF for the AHSC, TIRCP, LCTOP, and AB 617 communities.**

We know that CARB is balancing numerous objectives with the Proposed Amendments and is working to enact a final regulation that furthers the state’s climate and air quality goals while also confronting the challenges faced by regulated industries and everyday Californians. We ask that, as CARB advances the Proposed Amendments, that you consider the importance of the GGRF-funded programs and their role in addressing affordability and incorporate this more expansive understanding into the final regulation.

As we continue to review the Proposed Amendments, we look forward to engaging with you on the provisions noted in this letter and potentially others impacting GGRF-funded programs.

Sincerely,

Michael Pimentel
Executive Director
California Transit Association

Chione Flegal
Executive Director
Housing California

Scott Epstein
Director of Policy and Research
Abundant Housing LA

Wesley Reutimann
Deputy Director
Active SGV

Holly Benson
President and CEO
Adobe Communities

Vivian Wan, MSW
Chief Executive Officer
Adobe Housing Development

Shane Gusman
Legislative Advocate
Amalgamated Transit Union

Tyler Munzing
Executive Director
American Council of Civil Engineers – California

Heng Lam Foong and Kyle Tsukahira
Co-Director
Asian Pacific Islander Forward Movement

Matthew Cremins
Director
CA-NV Conference of Operating Engineers

Victoria J. Brady
Chief Executive Officer
Cabrillo Economic Development Corporation

Michael Quigley
Executive Director
California Alliance for Jobs

Jacklyn Cuddy
Executive Director
California Association for Coordinated Transportation

Nate Schaffran
Executive Director
California Coalition for Community Investment

Alicia Sebastian
Executive Director
California Coalition for Rural Housing

Bob Zdenek
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California Community Economic Development Association

Maddie Ribble
Co-Director for Policy
California Community Land Trust Network

Ray Pearl
Executive Director
California Housing Consortium

Andrew Dawson
Senior Manager of Policy Advocacy
California Housing Partnership

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California State Council of Laborers

Gabriella Ruiz
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Chinatown Community Development Center

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Circulate Planning and Policy

Lesly Beatty
Director
Climate Plan

Elissa Dennis
Executive Director
Community Economics, Inc.

Sean Spear
President & CEO
Community HousingWorks

Tara Barauskas, LEED AP
Executive Director
Community Corporation of Santa Monica

Seana O'Shaughnessy
President / CEO
Community Housing Improvement Program

Laura Hall
President & CEO
EAH Housing

Jeff Levin
Senior Director of Policy
East Bay Housing Organizations

Heather Hood
VP and Market Lead, Northern California
Enterprise Community Partners

Jimar Wilson
VP and Market Leader, Southern California
Enterprise Community Partners

Victoria Senna
Chief Executive Officer
Hollywood Community Housing Corporation

Cristian Ahumada
Executive Director and CEO
Holos Communities

Alexander Russell, M.B.A.
Chief Executive Officer
Homes & Hope

Robert Estrada
National President
Inlandboatmen's Union of the Pacific Marine Division ILWU

Mahdi Manji
Director of Public Policy
Inner City Law Center

Cesar Covarrubius
Executive Director
Kennedy Commission

Ian Gabriel
Director of Collective Impact
Lift to Rise

Takao Suzuki
Executive Director
Little Tokyo Service Center

Kenny Rodgers
Deputy Market Director, Coachella Valley
Low-Income Investment Fund

Captain Sly Hunter
Regional Representative
Masters, Mates & Pilots AFL-CIO

Ariel Beliak
President & CEO
Merritt Community Capital Corporation

Renner Johnston
President / Partner
Mogavero Architects

Eli Lipmen
Executive Director
Move California

Eli Lipmen
Executive Director
Move LA

Craig Adelman
CEO
Mutual Housing California

Alex Visotzky
Senior Policy Fellow, California
National Alliance to End Homelessness

J.T. Harechmak
Policy Director
Non-Profit Housing Association of Northern California

Kenneth Triguero
CEO & President
People's Self-Help Housing

Matthew Baker
Policy Director
Planning & Conservation League

Laurel Paget-Seekins
Senior Transportation Policy Advocate
Public Advocates

Jon Switalski
Executive Director
Rebuild SoCal Partnership

Courtney Pal
Policy Manager
Resources for Community Development

Ari Neumann
Chief Impact & Policy Officer
Rural Community Assistance Corporation

Julio Lamas
Executive Director
Sacramento Housing Alliance

Jonathan Matz
California Senior Policy Manager
Safe Routes to School Partnership

San Diego Housing Federation

Adina Levin
Executive Director
Seamless Bay Area

Tom Collishaw
President & CEO
Self-Help Enterprises

Louie Costa
Safety and Legislative Director
SMART – Transportation Division

Jackson Loop
Policy Director
Southern California Association of Non-Profit Housing

Laura Tolkoff
Transportation Policy Director
SPUR

Marc T. Vukceвич
Director of State Policy
Streets for All

Shane Gusman
Legislative Director
Teamsters

Carter Lavin
Co-Founder
Transbay Coalition

Zack Deutsch-Gross
Executive Director
Transform

Erika Lee and Allisson Riley
Co-Executive Directors
Venice Community Housing

Ian Evans
Executive Director
Yolo County Housing and New Hope Community Development Corporation

cc: Members and Staff, California State Legislature
Members, California Air Resources Board
Jamie Callahan, Deputy Chief of Staff, Office of Governor Gavin Newsom
Trey Reffett, Deputy Cabinet Secretary, Office of Governor Gavin Newsom

Sarah Swig, Deputy Cabinet Secretary and Senior Advisor, Office of Governor Gavin Newsom
Steve Cliff, Executive Officer, California Air Resources Board
Rajinder Sahota, Deputy Executive Officer, California Air Resources Board
Toks Omishakin, Secretary, California State Transportation Agency
Erin Curtis, Executive Director, Strategic Growth Council



April 27, 2026

The Honorable Lauren Sanchez, Chair
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Re: 15-Day Amendments to the Cap-and-Invest Program

Dear Chair Sanchez,

California is the last great hope for stability and progress for climate and energy security. But threats, both foreign and domestic, are destabilizing markets and burdening working families with ever more costly energy bills and climate disasters.

We urge the California Air Resources Board to amend their Cap-and-Invest proposal to push back on pressure from an oil industry that is making hundreds of billions in wartime profits.

The recently proposed amendments put both our 2030 targets and the stability of the Greenhouse Gas Reduction Fund at risk. They also depart from the spirit of our landmark agreement from last year by seeking to achieve affordability goals without accountability.

CARB’s proposal, rather than adhere to the will of the Legislature and clear statutory direction, adds up to 118 million metric tons of allowances back into the market, providing at least \$3.5 billion in subsidies that will only prolong our reliance on fossil fuels and their disproportionate impacts on public health in environmental justice communities. This contradicts CARB’s Initial Statement of Reasons about what was required for California to reach our 2030 emissions target. It also effectively zeroes out future Greenhouse Gas Reduction Fund investments.

In addition to diluting the market signal of the cap—increasing emissions and reducing demand for allowances—the proposed *Manufacturing Decarbonization Incentive* (MDI) under the newly created *Build Up California Reserve* lacks any enforceable mechanism to demonstrate real, permanent, quantifiable, and verifiable emissions reductions. The MDI resembles CARB’s existing offsets program, but without any of the accountability measures required by law.

Speeding progress towards the 2030 emissions target will allow us to accelerate investments to provide lasting relief for the pain at the pump families are struggling to shoulder. Instead, this proposal entrusts

the very oil industry that is profiteering from President Trump’s war to somehow deliver savings to the California drivers they are holding over a barrel.¹

The Legislature worked for more than a year to reform and reauthorize the program. We did so well in advance of the program’s sunset to provide certainty to regulated industries, to stabilize the market for allowances, and to send a clear signal that California is committed to the energy transition. The law reflects a hard-fought compromise, and a deliberate balance between ambition and affordability.

AB 1207 reaffirmed our statutory commitment under SB 32 (Pavley, 2016) to achieve “at least 40 percent” below 1990 levels by 2030. This clear commitment includes unambiguous direction “to achieve the maximum technologically feasible reductions in greenhouse emission to *achieve the requirements*” of our 2030 and 2045 targets (Cal. Health & Safety Code §38566 and §38562.2). These are not optional suggestions: these targets are “requirements” that must be “achieved.”

Based on these 2030 and 2045 commitments, SB 840 established clear expectations for ongoing revenues to support investments in vital public services and infrastructure that our communities are counting on.

Cementing reliance on fossil fuels through costly, inefficient subsidies is not an affordability strategy and will not prevent the next gas price spike. Investments in electric vehicles, transit, livable communities, and innovation to help lower technology costs for working families will immunize us from the oil wars of the future, while creating jobs here at home. Moreover, the proposal also lacks any assurance that CARB, the Energy Commission or the Division of Petroleum Market Oversight will have the data or accountability tools they need to avoid saddling California taxpayers with further costs like the federal government’s “petroleum exclusion,” which shields refineries from Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) cleanup liability.²

There are better options available to stabilize in-state fuel supply through the energy transition that preserve the integrity of California’s carbon market. We anticipate many such solutions will be highlighted in the Transportation Fuels Transition Plan and Transportation Fuels Assessment, due this month, and we are ready to engage with the Administration and industry to build on our work.

CARB must stay on course in this rulemaking to meet the 2030 targets while doing the following:

- 1. Apply the same rigor and accountability to any compliance instruments generated under the MDI program as we do for offsets—namely, that they be real, permanent, quantifiable, verifiable and additional emissions reductions—there must be accountability on public spending and environmental justice.**
- 2. Provide clarity that the 2030 target remains in force, and that the MDI program not be permitted to expand the emissions cap, including by limiting the total quantity of MDI-related instruments and requiring a commensurate adjustment to the allowance budget.**

¹ Damian Carrington, “Big Oil Reaping Huge War Windfall From Consumers, Analysis Finds” *The Guardian* (April 15, 2026), available at: <https://www.theguardian.com/environment/2026/apr/15/big-oil-huge-war-windfall-consumers>.

² 42 U.S.C. § 9601(14); *see also*, Ann Alexander, Before the Last Drop: Lessons From The Phillips 66 Los Angeles Refinery Closure (2025).

We understand the Board seeks to act on this rulemaking in the coming weeks. We expect CARB will stay on track with program amendments that adhere to both the spirit and letter of the law by making appropriate revisions to ensure California does not backslide on its climate goals.

Sincerely,



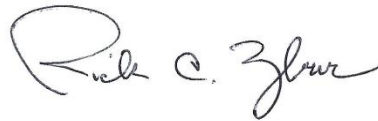
HENRY STERN
Senator, 27th District



DAMON CONNOLLY
Assemblymember, 12th District



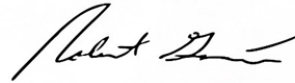
JOSH BECKER
Senator, 13th District



RICK CHAVEZ ZBUR
Assemblymember, 51st District



ISAAC BRYAN
Assemblymember, 55th District



ROBERT GARCIA
Assemblymember, 50th District



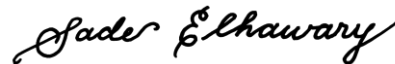
BEN ALLEN
Senator, 24th District



ALEX LEE
Assemblymember, 24th District



GAIL PELLERIN
Assemblymember, 28th District



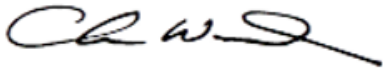
SADE ELHAWARY
Assemblymember, 57th District



GREGG HART
Assemblymember, 37th District



ASH KALRA
Assemblymember, 25th District



CHRIS WARD
Assemblymember, 78th District



CHRIS ROGERS
Assemblymember, 2nd District



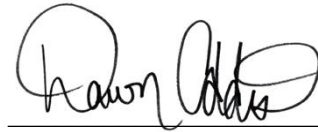
SCOTT WIENER
Senator, 11th District



NICK SCHULTZ
Assemblymember, 44th District



LENA GONZALEZ
Senator, 33rd District



DAWN ADDIS
Assemblymember, 30th District



JESSE ARREGUÍN
Senator, 7th District



MARC BERMAN
Assemblymember, 23rd District



REBECCA BAUER-KAHAN
Assemblymember, 16th District



JOHN HARABEDIAN
Assemblymember, 41st District



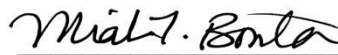
TASHA BOERNER
Assemblymember, 77th District



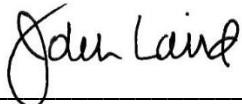
STEVE BENNETT
Assemblymember, 38th District



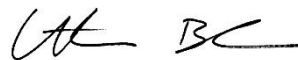
JESSICA CALOZA
Assemblymember, 52nd District



MIA BONTA
Assemblymember, 18th District



JOHN LAIRD
Senator, 17th District



CATHERINE BLAKESPEAR
Senator, 38th District

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California State Senate

SENATOR
DAVE CORTESE
FIFTEENTH SENATE DISTRICT



CHAIR
TRANSPORTATION

COMMITTEES
EDUCATION
HOUSING

LABOR, PUBLIC EMPLOYMENT
& RETIREMENT
LEGISLATIVE ETHICS
PUBLIC SAFETY

May 5, 2026

Lauren Sanchez
Chair, California Air Resources Board
1001 I Street Sacramento, CA 95814

RE: Proposed Amendments to the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms – Significant Concern

Dear Chair and Board Members,

As the Chair of the Senate Transportation Committee, I am deeply concerned that CARB's April 14th proposed changes to the Cap & Invest program could have a devastating impact on California's already-struggling transit operators and threaten our ability to deliver the nation's first high speed rail system.

When the Legislature reauthorized the Cap & Invest program last year through AB 1207 (Irwin) and SB 840 (Limon), we prioritized funding to deliver the California High Speed Rail project, support regional transit capital projects, and expand transit service. SB 840 explicitly reserves \$1 billion annually from the auction of Cap & Invest allowances for the High Speed Rail project, until 2045. It also sets aside up to \$400 million annually for the Transit and Intercity Rail Capital Program (TIRCP), and \$200 million for the Low-Carbon Transit Operations Program (LCTOP). These programs serve communities across the state, support middle-class jobs, and reduce greenhouse gas emissions.

CARB's April 14th regulatory proposal undermines the Legislature's intent to support transit and high-speed rail. CARB's revenue estimates show shortfalls in all tiers to fully fund SB 840's commitments. In fact, under this revenue scenario, there could be **zero funding available for TIRCP and LCTOP**, and High Speed Rail's minimum funding amount of \$1 billion would be mathematically unworkable without impairing funds reserved for other legislative priorities.

The 2026 Draft HSR Business Plan shows that a minimum of \$1 billion is critical to meet project timelines. The draft plan also indicates the Authority's need to securitize GGRF revenue reserved for the project in order to bring forward funds needed to complete the first phase of the project. Bonding against any funding source requires absolute certainty.

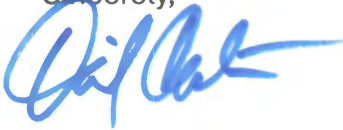
CARB's proposed changes to the program could jeopardize the future of the project that the Governor and Legislature clearly prioritized in reauthorizing the Cap & Invest program. As Chair of the Senate Transportation Committee, I am unwilling to concede that outcome.

In addition, this raises important questions that have not been adequately answered in the short time since the revised regulation was released for public comment. It also clearly demonstrates that the full implications of this rulemaking have not been considered on a holistic basis across the many affected agencies, programs, and state priorities.

There is no guarantee CARB's proposal will result in lower gas and energy bills for consumers. Giving the energy industry a break on estimated auction proceeds instead of investing in proven programs is penny-wise and pound foolish and a step backwards to meeting our goals.

For all these reasons, I urge CARB to revise their proposal to ensure the will of the legislature is reflected and that vital investments in our communities prioritized by the legislature remain viable. Otherwise, your actions could trigger a significant and contentious legislative response.

Sincerely,



Dave Cortese
California State Senate, District 15

Cc:

Honorable Governor Gavin Newsom
Honorable pro Tem Monique Limon, California State Senate
Honorable Speaker Robert Rivas, California State Assembly
Honorable Catherine Blakespear, Chair, Senate Environmental Quality Committee
Honorable Eloise Reyes, Chair, Budget and Fiscal Subcommittee No. 2 on
Resources, Environmental Protection
Honorable Steve Bennett, Chair, Budget and Fiscal Subcommittee No. 4 on Climate
Crisis, Resources, Energy, and Transportation
Honorable Lori Wilson, Chair, Assembly Transportation Committee
Members of the Senate Transportation Committee

CALIFORNIA LEGISLATURE

Senate

STATE CAPITOL
SACRAMENTO, CALIFORNIA
95814

April 27, 2026

Lauren Sanchez
Chair, California Air Resources Board
1001 I Street
Sacramento, CA 95814

Re: Appearance Before the Legislature to Discuss Amendments to Cap & Invest

As chairs of the relevant budget and policy committees of the California State Senate we are requesting an extension of the public comment period for the Proposed Amendments to the regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms.

Since the release of the proposed amendments on April 14th, we have heard significant concerns from elected officials and advocates alike regarding the limited amount of time to further discuss these proposed amendments given their dramatic impact on our environment and the Greenhouse Gas Reduction Fund (GGRF), one of our primary mechanisms to address climate change and the associated public health effects. There are several concerns that have been raised including, but not limited to, the significant repercussions of the proposed *Manufacturing Decarbonization Incentive* (MDI) on our 2030 emissions target, and on the GGRF.

We would request your appearance before our committees within the coming weeks to provide timely oversight and feedback, and to better understand the weight of the proposed amendments well in advance of the May meeting. The decisions made regarding this program will have long standing impacts through 2030. It is critical that we get this right in order to address affordability concerns and ensure California continues to lead the way on public health and environmental integrity.

Sincerely,



Senator Eloise Gomez Reyes
29th Senate District



Senator Catherine Blakespear
38th Senate District

Metropolitan Transportation Commission

Legislation Text

File #: 26-0708, **Version:** 1

xSubject:

Senate Bill 1087 (Cabaldon): Transportation Planning: Sustainable Communities Strategies

Update on MTC-ABAG's co-sponsored bill to modernize Senate Bill 375, the 2008 law that added sustainable communities strategies to regional transportation plans.

Presenter:

Julie Snyder

Recommended Action:

Information

Attachments:

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

June 12, 2026

Agenda Item 4b – 26-0708

**Senate Bill 1087 (Cabaldon): Transportation Planning: Sustainable Communities
Strategies**

Subject:

Update on MTC-ABAG’s co-sponsored bill to modernize Senate Bill 375, the 2008 law that added sustainable communities strategies to regional transportation plans.

Background:

On February 13, 2026 Senator Christopher Cabaldon introduced Senate Bill (SB) 1087, the vehicle for the SB 375 modernization effort this year. Consistent with your 2026 advocacy program, MTC-ABAG are co-sponsoring SB 1087 with our “Big 4” metropolitan planning organization (MPO) partners: the Sacramento Area Council of Governments, the San Diego Association of Governments, and the Southern California Association of Governments.

The Legislation Committee provided input on the bill provisions at your March and April meetings. Staff committed to returning to the committee in June with an update.

Status Update

SB 1087 passed the Senate Environmental Quality Committee on April 8 with a 5-0 vote. At the request of Chair Blakespear, the author accepted amendments to:

- Shift back to the California Air Resources Board responsibility for determining whether a region’s SCS, if implemented, would achieve the state-established greenhouse gas (GHG) reduction target. The previous version of the bill transferred this responsibility to the California Transportation Commission.
- Add a 2045 GHG reduction target to each region’s sustainable communities strategy.
- Eliminate the bill’s requirement for an MPO to conduct enhanced public outreach to qualify for an exemption from the California Environmental Quality Act.
- Make related technical changes.

The Senate Transportation Committee passed the bill on April 21 with bipartisan support and no amendments. Senate Appropriations Committee voted the bill off the Suspense File on May 14, 2026, with a 5-0 vote. The full Senate passed the measure with a bipartisan vote of 31-3 on May 27, 2026.

The sponsors and author's office are continuing discussions with numerous stakeholders and are considering further amendments to reflect their feedback. The next set of amendments is anticipated in early June, once the bill reaches the Assembly, with further amendments likely later in the month to address any remaining concerns from stakeholders or Assembly policy committees

Bill Positions:

See Attachment A

Attachments:

- Attachment A – SB 1087 Known Positions

A handwritten signature in blue ink that reads "Andrew B. Fremier". The signature is written in a cursive style and is positioned above a horizontal line.

Andrew B. Fremier

Senate Bill 1087 (Cabaldon): Known Positions as of May 29, 2026

Support

- Metropolitan Transportation Commission-Association of Bay Area Governments (*Co-Sponsor*)
- Sacramento Area Council of Governments (*Co-Sponsor*)
- San Diego Association of Governments (*Co-Sponsor*)
- Southern California Association of Governments (*Co-Sponsor*)
- California Asian Pacific Chamber of Commerce
- California Association of Councils of Government
- City of Citrus Heights
- City of Elk Grove
- City of Live Oak
- City of Los Alamitos
- City of Rancho Cordova
- City of Rocklin
- City of Sacramento
- City of San José
- City of Woodland
- Councilwoman Alice Dowdin Calvillo, City of Auburn
- County of Sacramento
- East Bay YIMBY
- El Dorado County Transportation Commission
- Grow The Richmond
- Mountain View YIMBY
- Napa-Solano for Everyone
- Napa Valley Transportation Authority
- Northern Neighbors
- Peninsula for Everyone
- Placer County
- Placer County Transportation Planning Agency

- Sacramento Metro Chamber
- Sacramento Metropolitan Air Quality Management District
- San Francisco YIMBY
- San Jose YIMBY
- San Mateo Forward
- Santa Cruz YIMBY
- Santa Rosa YIMBY
- SLOCo YIMBY
- Sonoma County Transportation Authority/Regional Climate Protection Authority
- South Bay Cities Council of Governments
- South Bay YIMBY
- Supervisor Brian Veerkamp, County of El Dorado
- Sutter County
- Ventura County YIMBY
- Yes! in Redwood City
- YIMBY Action
- YIMBY Los Angeles
- YIMBY Monterey Peninsula
- Yolo County
- Yuba County
- Valley Vision

Support if Amended

- Greenbelt Alliance

Opposition

- Equitable Land Use Alliance
- Families and Homes San Jose

Oppose Unless Amended

- California Building Industry Association (unless amended)
- Coalition for Clean Air (unless amended)

Metropolitan Transportation Commission

Legislation Text

File #: 26-0710, **Version:** 1

Subject:

Assembly Bill 2308 (Haney): Redevelopment Successor Agency Debt: City and County of San Francisco

Allows the successor agency to the former Redevelopment Agency of the City and County of San Francisco to enter into agreements with the Transbay Joint Powers Authority (TJPA) and the City and County of San Francisco to extend pledges of net property tax increment for Transbay-related infrastructure financing.

Presenter:

Jadie Moar

Recommended Action:

Support / Commission Approval

Attachments:

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

June 12, 2026

Agenda Item 4c – 26-0710

**Assembly Bill 2308 (Haney): Redevelopment Successor Agency Debt: City and County of
San Francisco**

Subject:

Allows the successor agency to the former Redevelopment Agency of the City and County of San Francisco to enter into agreements with the Transbay Joint Powers Authority (TJPA) and the City and County of San Francisco to extend pledges of net property tax increment for Transbay-related infrastructure financing.

Background:

The Transbay Redevelopment Plan (“Transbay Plan”), adopted in June 2005, guides the redevelopment, rehabilitation and revitalization of approximately 40 acres in downtown San Francisco, including former state-owned parcels that are central to The Portal’s financing structure. The Portal Project (also known as the Downtown Rail Extension) will connect Caltrain and California’s High-Speed Rail service into the existing train box beneath the Salesforce Transit Center. TJPA is the project sponsor and MTC is one of five project partners.

The Portal’s \$7.6 billion funding plan includes net property tax increment revenues attributable to the former state-owned parcels. Under the Transbay Plan and related agreements that are jointly implemented by TJPA and San Francisco’s Office of Community Investment and Infrastructure (OCII) (the successor to the Redevelopment Agency of the City and County of San Francisco), the net property tax increment revenues are pledged to TJPA through 2050 to support Transbay-related infrastructure.

Assembly Bill (AB) 2308 authorizes TJPA and OCII to amend the existing agreements to extend the pledge of net tax increment revenues to TJPA beyond the current 2050 expiration date, among other provisions. Although AB 2308 does not specify a new termination date, TJPA staff indicate the parties intend to use the authority to extend the agreement through 2075.

Recommendation:

Support / Commission

Discussion:

Net tax increment proceeds have been an important component of TJPA’s funding plan for The Portal for decades. That plan assumes TJPA will bond against the net tax increment. According to TJPA, the COVID-19 pandemic and changes in market conditions for development on the former state-owned parcels have significantly reduced projected tax increment revenues. TJPA estimates these changes have reduced net tax increment-related bonding capacity by an estimated \$275 million, creating a gap in the local funding commitment needed to secure a federal Full Funding Grant Agreement (FFGA) from the Federal Transit Administration’s Capital Investment Grant program of up to \$3.4 billion. Extending the net tax increment collection period from 2050 to 2075 is expected to restore an estimated \$188 million in net present value bonding capacity.

AB 2308 revises state law to allow TJPA and OCII to extend that collection period. Importantly, it would not create new obligations or create a new revenue source. Rather, the bill authorizes the parties to extend the existing pledge within the current financing framework.

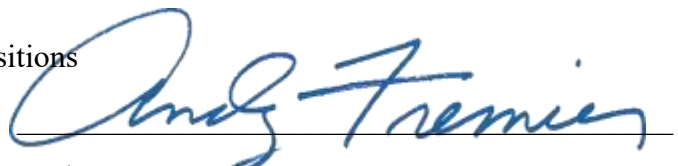
As a project partner, MTC’s role is to bring a regional perspective in risk management and change management to ensure responsible use of funds, consistency with policy commitments and delivery of the project as a part of the broader transportation network. The Portal is one of the Bay Area’s highest priority transit capital expansion projects, and AB 2308 would help shore up the local matching funds needed to secure the FFGA. Without this authority, TJPA would need to identify alternative local funding sources, which would weaken the project’s federal funding strategy. Given this, staff recommends MTC adopt a support position on AB 2308.

Known Positions:

See Attachment A

Attachments:

- Attachment A: AB 2308 Known Positions



Andrew B. Fremier

AB 2308 (Haney): Known Positions as of May 18, 2026

Support

- Transbay Joint Powers Authority (Sponsor)
- Friends of the Downtown Rail Extension
- San Francisco Building and Construction Trades Council
- San Francisco Chamber of Commerce
- San Francisco County Transportation Authority
- South Beach and Rincon and Mission Bay Neighborhood Association Board of Directors
- SPUR
- Transform

Opposition

None on file

Metropolitan Transportation Commission

Legislation Text

File #: 26-0711, **Version:** 1

Subject:

MTC-ABAG 2026 Washington, D.C. Advocacy Trip

Overview of MTC-ABAG's 2026 federal advocacy trip.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Information

Attachments:

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

June 12, 2026

Agenda Item 5a – 26-0711

MTC-ABAG 2026 Washington, D.C. Advocacy Trip

Subject:

Overview of MTC-ABAG's 2026 federal advocacy trip.

Summary:

Last month, MTC Chair Sue Noack, MTC Vice Chair Stephanie Moulton-Peters and ABAG President and Commissioner Belia Ramos traveled to Washington, D.C., for MTC's annual federal advocacy trip. They were joined by members of the MTC-ABAG executive leadership and legislative team.

Over the course of three days, the group met with offices of 13 members of the Bay Area Congressional delegation:

- U.S. Representatives DeSaulnier, Garamendi, Huffman, Khanna, Liccardo, Lofgren, Mullin, Panetta, Pelosi, Simon and Thompson
- U.S. Senators Padilla and Schiff

The delegation also met with the U.S. Department of Transportation and was hosted by Washington Metropolitan Area Transit Authority (WMATA) for a tour of its Metro Integrated Command and Communications Center. WMATA staff also briefed the delegation on the agencies' work on ridership recovery, customer-facing improvements and cost-saving efforts. The delegation also heard from Nick Dohohue, Secretary of Transportation for the Commonwealth of Virginia, and Joe McAndrew, Assistant Secretary at the Maryland Department of Transportation, on their state-led efforts to secure operating funding for WMATA, along with other shared transportation priorities, including managed lanes and bridges.

MTC was honored to have Speaker Emerita Nancy Pelosi and Congresswoman Lateefah Simon speak at the Annual California Transportation Reception, which MTC co-hosts with the Southern California Association of Governments. Nearly 200 California transportation partners, Members of Congress, staff, and national transportation leaders attended the reception.

Surface Transportation Reauthorization and ADAPT Assets Act

This year's trip to Washington, D.C. occurred at a strategically important time, coinciding with the House Transportation and Infrastructure (T&I) Committee's release of its 1,000 page BUILD America 2050 Act bill (H.R. 8870) to reauthorize the Infrastructure Investment and Jobs Act (IIJA, also known as the Bipartisan Infrastructure Law, or BIL), which is set to expire on September 30, 2026. Federal transportation bills typically take years to draft and negotiate, and the House T&I Committee's action is a significant step in that process.

Conversations with members and staff focused on sharing staff's initial positive reactions to the BUILD America 2050 Act; namely, that it generally reflects MTC's top surface transportation reauthorization priorities, summarized below and detailed in Attachment A. Specifically, H.R. 8770:

1. Ensures stability of the Bay Area's federal transportation funding by sustaining, and in some instances, increasing, Highway Trust Fund support for the core highway and transit programs. This includes avoiding steep cuts for California and the Bay Area by making the IIJA's bridge and transit state of good repair formula "advance appropriations" a permanent component of the surface transportation funding baseline.
2. Prioritizes highway and transit formulas, which provide the certainty states and metro areas need to plan, deliver and maintain major projects.
3. Sustains support for the Capital Investment Grant Program, which is essential to advancing the Bay Area's major transit expansion and modernization projects.

The base 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.

Another meeting topic was an MTC co-led amendment to demonstrate support for increasing federal transit funding for the Bay Area and other major metropolitan areas by increasing funding for the Section 5337 State of Good Repair program. Representative Jerry Nadler (D-NYC) offered the amendment [Nadler_040

(https://transportation.house.gov/uploadedfiles/nadler_040.pdf) with support from Congressman

Jesús "Chuy" García (D-Chicago) and from the Bay Area's Congressman John Garamendi and Congressman Jared Huffman.

Commissioners also discussed the MTC-proposed 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 aim of the bill is to provide the funding and delivery framework needed to move large-scale resilience projects from planning to completion. (See Attachment B.) Commissioners also encouraged Congressman Garamendi to submit an amendment to add the ADAPT Assets Act to the transportation bill, which he did [[Garamendi 080](#) (https://transportation.house.gov/uploadedfiles/garame_080.pdf)]. The MTC delegation also asked members to add their names as co-sponsors to the bill. As of the writing of this memo, at least one member – Congresswoman Lateefah Simon – has signed on as a cosponsor.

The delegation also recommended an amendment on environmentally friendly project delivery to expand at-risk preagreement authority, which the House T&I Committee Chair included in his Manager's Amendment [[Manager 01](#) (<https://transportation.house.gov/uploadedfiles/mgr.pdf>)] and provided updates on housing and Bay Area Transportation (See Attachments C and D).

Attachments:

- Attachment A: MTC's Transportation Bill Priorities
- Attachment B: ADAPT Assets Act
- Attachment C: MTC-ABAG Housing Priorities
- Attachment D: Bay Area Update



Andrew B. Fremier



Photos, left to right: Karl Nielsen; Noah Berger; Courtesy of SamTrans. All rights reserved.

MTC’s Federal Surface Transportation Reauthorization Priorities

Reauthorization of the federal transportation program gives Congress a timely opportunity to refuel America’s economic engines by ensuring future investments meet the urgent needs of metropolitan regions like the Bay Area that drive the nation’s economy. MTC urges Congress to build on the historic gains of the Infrastructure Investment and Jobs Act (IIJA) as follows:

1 Ensure Stability of Bay Area’s Federal Transportation Funding

MTC’s top priority is to keep Bay Area federal transportation dollars at least level by sustaining and, where possible, increasing Highway Trust Fund support for the core highway and transit programs.

This includes avoiding steep cuts for California and the Bay Area by making the IIJA’s bridge and transit state of good repair formula “advance appropriations” a permanent component of the surface transportation funding baseline.

Steadily rising prices for transportation projects make it especially important to preserve the IIJA’s advance appropriations and avoid a funding cliff. While the IIJA provided a significant increase in federal formula funding, the value of these funds has been eroded by construction cost growth – California’s



Transportation is the lifeblood of the Bay Area’s \$1.3. trillion economy. Photo: Noah Berger.

construction costs rose 35% over the same period. Without action, California will see a 10% cut in federal highway funding, and the Bay Area will experience an 11% drop in transit formula resources when the advance appropriations expire in October 2026.



Photo: Mark Jones.

Transit State of Good Repair at Risk

Under IIJA, the Bay Area’s federal transit formula funds grew to \$690 million in FY 2026, up from \$450 million annually under the prior bill. However, a significant share of this growth (\$75 million per year) is temporary, stemming from the General Fund augmentation to the Section 5337 State of Good Repair program. MTC is co-leading efforts to preserve these funds.

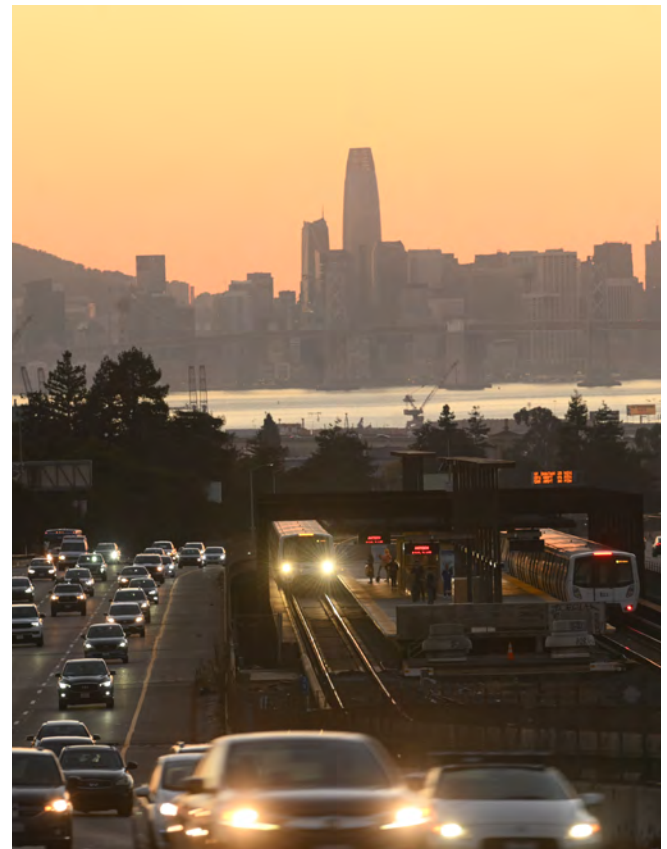
Federal Transit Programs Bay Area Share of National Total	
Program	Bay Area
Formula	
5337 — State of Good Repair	7.9%
5307 — Urbanized Area	4.5%
5339 — Bus Formula	2.4%
5310 — Seniors and Individuals With Disabilities	1.8%
5311 — Rural Area	0.3%
Competitive	
5337 — Railcar Replacement	0%
All Stations Accessibility	1.5%
Bus and Low-No Emission	2.4%
FTA Ferry	5.5%

Source: MTC analysis of USDOT data; Competitive grant shares reflect 2024 awards.

2 Prioritize Highway and Transit Formulas

MTC urges Congress to prioritize formula programs in the surface transportation bill, which provide the certainty states and metro areas need to plan, deliver and maintain major projects. Predictable, flexible and adequate resources are essential to address national priorities like safety, state of good repair and congestion relief. These shared goals require tailored solutions, which states and regions are best positioned to identify and prioritize. Formula funding enables local decision-making while minimizing administrative burdens across all levels of government.

Discretionary programs remain important for funding nationally significant projects that are too large for formulas and for testing new ideas (See Priorities 3 and 4).



Bay Area workers depend on transit and highways. Photo: Noah Berger.

3 Fund the Capital Investment Grant Program

MTC urges Congress to sustain investment in the Federal Transit Administration Capital Investment Grant (CIG) program, which for the last decade has helped fund nearly every major transit expansion project in the Bay Area. In the coming years, the Bay Area is counting on billions in CIG dollars to deliver the next generation of capacity expansion projects.

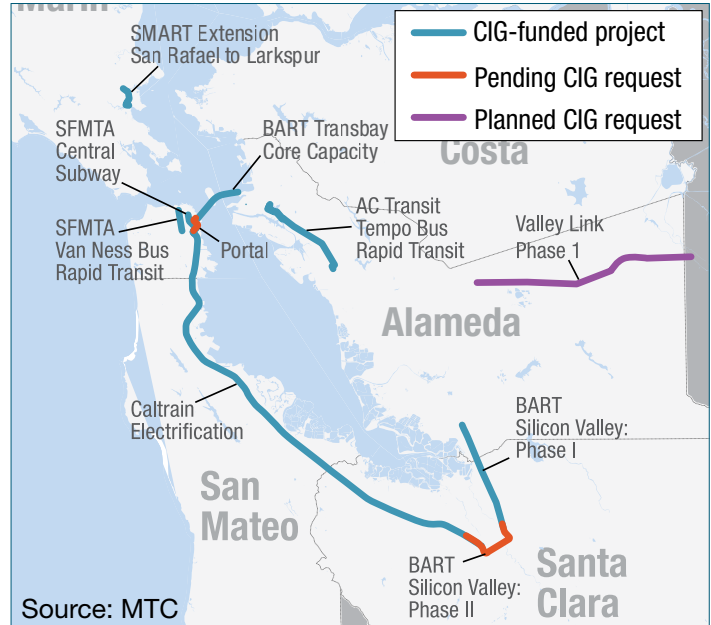
Bay Area Projects Create Jobs Across the United States

Just five major Bay Area rail projects — two funded and three awaiting or planning for full funding grant agreements — are expected to create 250,000 jobs across the country,



Five Bay Area Rail Projects
generate
250,000 Jobs
Nationwide

Major Federally Funded Capital Projects



delivering benefits for workers, riders and businesses nationwide. The Bay Area needs a strong federal partnership to keep these projects on track:

1. Caltrain Electrification
2. BART Transbay Core Capacity
3. BART to Silicon Valley: Phase II
4. The Portal: Caltrain extension to Salesforce Transit Center
5. Valley Link Phase I

4 Establish an ADAPT Resilience Demonstration Program

Protect our nation’s infrastructure by funding large-scale demonstration projects that safeguard critical infrastructure and regional economies from natural disasters. The goal is to break down interagency barriers and test replicable models for delivering complex, multi-jurisdictional projects more efficiently. In the Bay Area alone, some \$100 billion is needed just to protect the shoreline from flooding through 2050 — a challenge shared by states and regions nationwide that needs robust federal support and coordinated federal agency reviews to accelerate implementation.



State Route 37 is a linchpin for the Bay Area economy. Photo: Karl Nielsen.

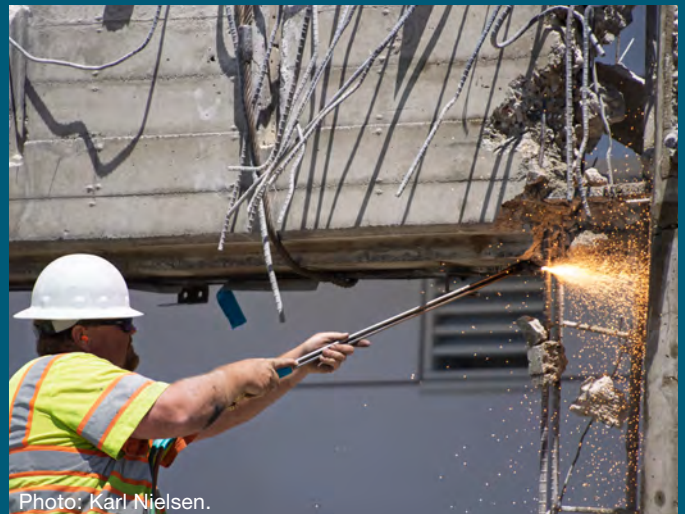
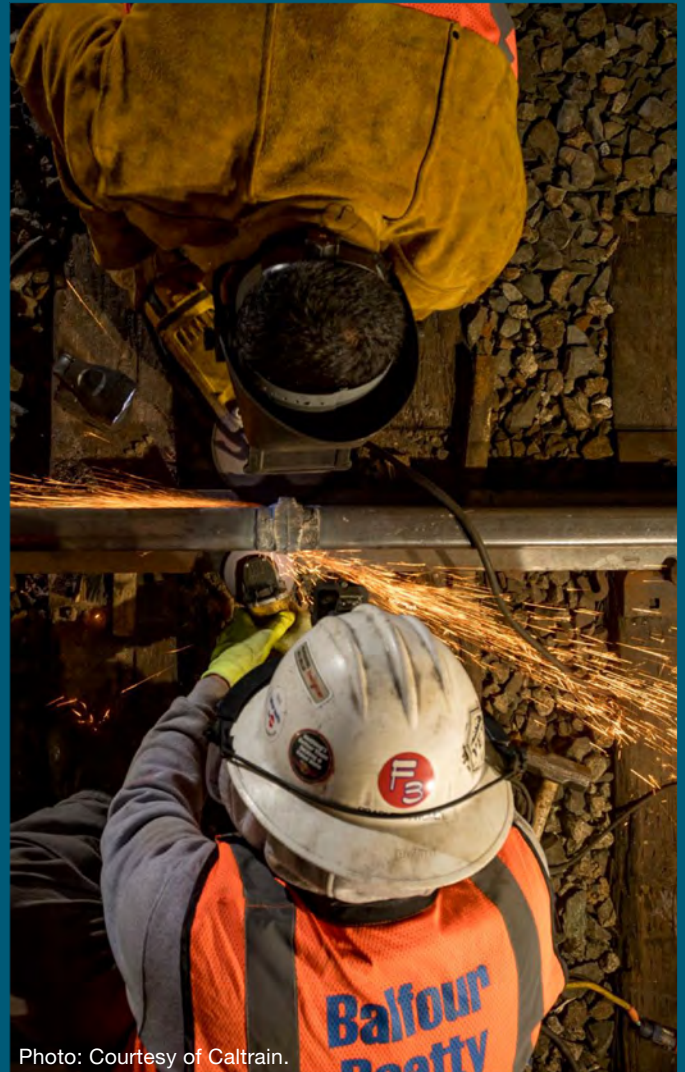


5 Improve Project Delivery and System Effectiveness

MTC supports the following policy updates that reduce project delivery costs and accelerate construction timelines while maintaining environmental safeguards:

- Expand “at-risk” project pre-agreement authority
- Allow regions to adopt six-year (vs. four-year) Transportation Improvement Programs
- Clarify eligibility for regional advance mitigation

MTC also supports retaining flexibility to transfer funds between programs and across modal agencies. This flexibility helps ensure funds are used where they are needed most.



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Federal Dollars Keep Bay Area Transit, Communities on the Right Track

MTC is responsible for distributing the Bay Area’s federal transportation formula funds and flexible highway funds to county transportation agencies, transit agencies and other project sponsors. The Commission distributes most of these funds through two core programs:



Bus repair at Muni’s Potrero Division repair shop.
Photo: Jeremy Menzies, SFMTA.

Transit Capital Priorities Program

MTC invests about \$690 million each year to maintain the Bay Area’s aging rail, bus and ferry infrastructure and to modernize transit agency fleets. MTC prioritizes these federal funds in coordination with transit agencies to keep the region’s core transit assets safe and reliable.



One Bay Area Grants fund our Transit-Oriented Communities and our Safe Routes Programs.
Photos: Noah Berger.

One Bay Area Grant (OBAG) Program

MTC and the nine Bay Area counties partner to invest some \$200 million per year through OBAG. These grants help local governments, transit agencies, and others fund plans and projects that support the region’s transit-focused growth strategy, improve safety, spur economic development and help the Bay Area meet air quality improvement goals. MTC also distributes about \$20 million in federal highway funds per year through the Carbon Reduction Program and a regional Active Transportation Program to provide Bay Area residents and visitors alike more choices in how to get around.

For more information contact:

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Photos, left to right: Courtesy of Valley Water; Karl Nielsen. All rights reserved.

The Accelerating Demonstration Approaches for Protecting Transportation (ADAPT) Assets Act

From the San Francisco Bay Area to the Gulf Coast, natural disasters — flooding, wildfires, hurricanes and rising sea levels — put critical infrastructure, local economies and millions of lives at risk. The cost to protect that infrastructure is enormous; MTC estimates nearly \$100 billion is needed just to protect the Bay Area’s shoreline from flooding through 2050. Many regions have similarly identified needs, but projects are stalled because funding is siloed and there is no clear, replicable blueprint for delivering these projects at scale.

The ADAPT Assets Act (H.R. 8653), sponsored by Congressman John Garamendi and Congressman Mike Thompson, provides the funding and delivery framework needed to move large-scale resilience projects from planning to completion. The program authorizes \$10 billion to fund up to 10 nationally or regionally significant, large-scale (>\$500 million) resilience demonstration projects that reduce the risk of catastrophic damage, prolonged closures, and repeated emergency repairs to critical surface transportation assets. The program is structured to:

- 1. Target complex projects that involve common delivery barriers** — including multi-owner or multi-agency governance structures, integration of nature-based solutions, and investments beyond the transportation right-of-way — to tackle challenges and identify best practices that can be applied to future projects nationwide.

Bay Area Assets at Risk of Sea Level Rise Flooding

- 🏠
75,000 households
- 🏭
200,000 jobs
- ⚙️
15,000 businesses
- 🛣️
\$151 billion roadways
- 📍
\$85 billion parcels

Source: 2023 Sea Level Rise Adaptation Funding and Investment Framework (MTC, ABAG, BCDC)

2. Break down federal silos by aligning funding and project delivery across the U.S. Department of Transportation, the Federal Emergency Management Agency, the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency, supporting a more efficient deployment of resources.

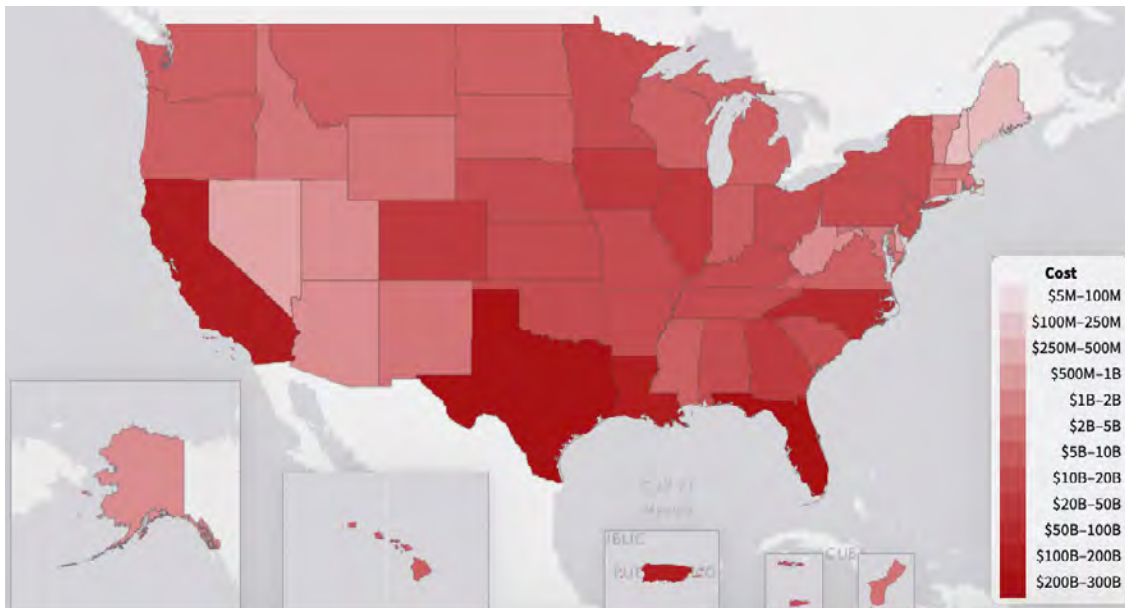
3. Deliver multi-benefit, system-level outcomes by protecting transportation assets while enhancing resilience for

surrounding communities, natural habitat, and other critical infrastructure; and improving mobility, goods movement and emergency response.

4. Establish a replicable model for delivering large-scale resilience projects that can be applied across regions to accelerate delivery and reduce costs.

Disaster Recovery Imposes Major Costs Across U.S.

Cumulative costs of climate/weather events with losses exceeding \$1 billion (CPI adjusted) between 2014-2024.



Source: NOAA National Centers for Environmental Information (NCEI) U.S. Billion-Dollar Weather and Climate Disasters (2025). <https://www.ncei.noaa.gov/access/billions/>.



Preliminary cost estimates for just one regional adaptation priority — elevating the 21-mile State Route 37 corridor — are at least of \$10 billion. Photo: Karl Nielsen.



Photos, left to right: Courtesy of NPH Northern California; courtesy of Eden Housing; Flor Haus. All rights reserved.

Expanding Access to Affordable Housing in the Bay Area

Bay Area residents consistently cite housing affordability as their top regional concern. Public feedback gathered for our recently adopted Plan Bay Area 2050+ revealed the same enduring problem: Not enough housing is affordable even to those with moderate or high incomes. Those with lower incomes all too often face displacement or even homelessness. The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) are advancing the ambitious housing goals of Plan Bay Area 2050+ by advocating for funding and policies – including lowering construction costs – that support affordable housing preservation and increased housing production for people of all incomes.

Bay Area Housing Finance Authority

The Bay Area Housing Finance Authority (BAHFA) was established in 2019 as California’s first regional housing entity. BAHFA is charged with identifying large-scale solutions for affordable housing production, preservation and tenant protections (the 3 Ps). It is governed by the BAHFA Board, which is made up of the members of MTC, and the ABAG Executive Board, and is operated by MTC-ABAG’s unified staff.

Highlights of the initiatives BAHFA delivered in its first six years include:

- **Seeding the production of 27,000+ new housing units**, including direct capital funding to nearly 1,400 new affordable homes.
- **Publishing the first [Bay Area Eviction Study](#)** and an interactive data tool to shine a light on the eviction landscape across the region.
- **Preserving 1,000+ affordable homes.**
- **Supporting 120+ seniors with rent subsidies and case management** to help them avoid homelessness.
- **Placing 3,200+ households** into affordable homes via the Doorway Housing Portal.



The Meridian Apartments, an affordable housing complex in San Rafael. Photo courtesy of Meridian Apartments.

Positioning BAHFA to Deliver Affordable Housing at Scale

BAHFA’s most powerful tool is the ability to raise revenue across the nine counties, with 80% of the funds flowing directly to counties and large cities. The region came close to realizing this vision in 2024 with an ambitious \$20 billion regional housing bond, but anti-tax sentiment led to its postponement. BAHFA is exploring the next viable opportunity to pursue such a measure, as early as November 2028.

In the interim, BAHFA’s new strategic plan charts a path to financial independence via self-sustaining programs. These include:

- **Mixed-Income Financing Program** to finance new affordable housing developments for households across a mix of income levels. Fees will generate revenue to help make BAHFA self-sustaining.



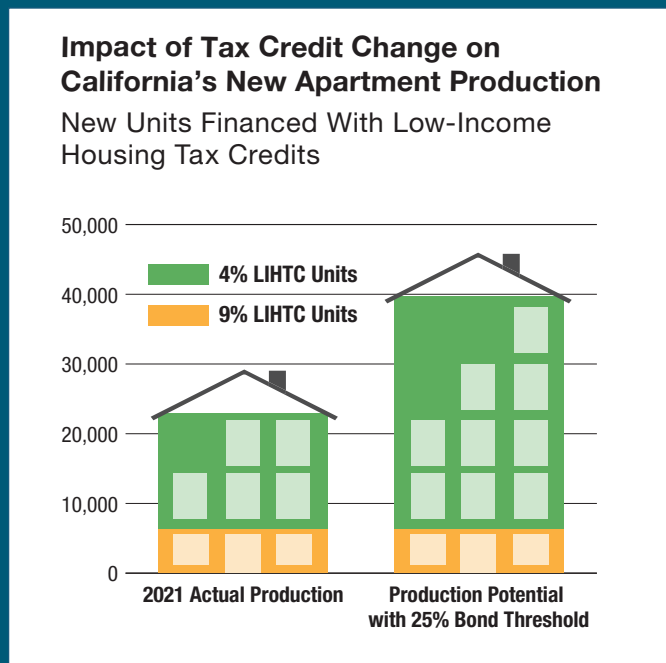
An affordable townhouse complex, newly completed in San José. Next door is a similar complex still under construction. Photo: Noah Berger.

- **Doorway** is the nation’s first multi-county “search and apply” website for deed-restricted affordable housing. By 2030, Doorway’s operating costs are projected to be covered by local contributions and small fees on property owners who access certain features.

Delivering on the Affordable Housing Credit Improvement Act

MTC and ABAG applaud Congress for the permanent Low Income Housing Tax Credit (LIHTC) expansion in the 2025 tax bill — a 12% increase in 9% tax credits cutting the private activity bond financing threshold for 4% credits in half to 25%. These reforms will enable California to increase affordable housing production by an estimated 20,000 units per year.

But more is needed. Complementary funding programs, including housing vouchers, the HOME Investment Partnership Program and the Community Development Block Grant Program, are essential to make real progress on housing affordability.



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METROPOLITAN TRANSPORTATION COMMISSION

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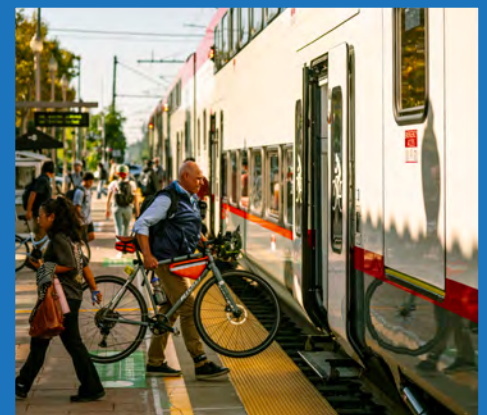
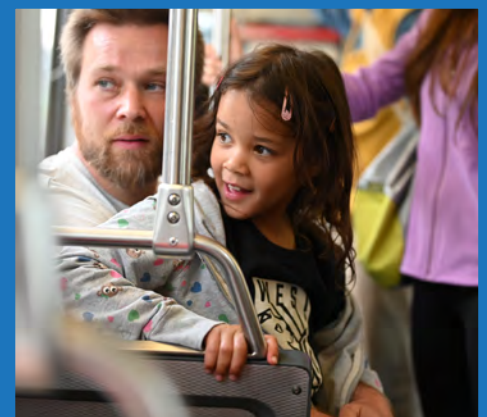


Bay Area Update: Transit and Plan Bay Area 2050+

The Metropolitan Transportation Commission is the nine-county San Francisco Bay Area’s transportation planning, financing and coordinating agency.

MTC is responsible for developing the Bay Area’s long-range transportation investment strategy and land use plan to make progress on federal, state and regional goals related to asset management, safety, mobility, congestion relief, climate and affordability. MTC is also responsible for collecting, administering or otherwise distributing approximately \$3.5 billion annually to move that plan from a vision to on-the-ground improvements for Bay Area residents.

The Bay Area’s latest long-range plan, Plan Bay Area 2050+ (see pages 8-9), emphasizes sustaining and strengthening the transit system as the backbone of the region’s economy and quality of life. The sections that follow outline how MTC is advancing that vision by supporting secure, stable, and long-term transit funding and through initiatives designed to improve the rider experience and grow ridership.



Photos: Noah Berger and Karl Nielsen.

Transit at a Crossroads: Federal Partnership Remains Vital

The Bay Area's \$1.3 trillion economy depends on a well-functioning transit system. While transit ridership remains below pre-pandemic levels, almost 1 million trips are still taken each day. Even a small shift can have outsized impacts: Research shows that just 3% to 5% fewer vehicles on the road can cut traffic delays by up to 70%. If a small portion of transit riders stop riding and drive instead, congestion will not just worsen — it could overwhelm the region's roadways.

Bay Area transit ridership has recovered to about two-thirds of pre-pandemic levels. But the shift to remote and hybrid work means ridership is unlikely to return to previous levels in the near future. Despite this, public transit remains essential, particularly for the region's most economically vulnerable residents. Severe service cuts would make life in the Bay Area even less affordable while pushing more people to drive, increasing congestion for everyone.

2026 Offers Opportunity to Prevent Service Cuts and Gridlock

Thanks to \$4.5 billion in federal COVID relief funds, state and regional emergency contributions, and their own cost-saving measures, Bay Area transit agencies have been able to maintain service. However, emergency funds will be fully depleted by FY 2026-27.

Workers and students depend on transit.

Who Depends on Bay Area Transit?

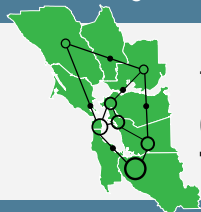


People:
1 million daily riders in Oct. 2024

Schools:
Tens of thousands of K-12 students rely on public transit to get to school.



Economy:
The Bay Area's more than **\$1 trillion economy** depends on a well-functioning transit network.



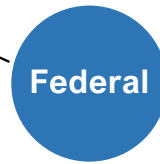
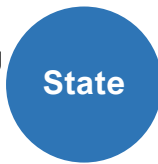
Workers:
15,000 transit workers throughout the Bay Area



Photos: Noah Berger.

Transit’s New Business Model Requires Continued Partnership

SB 125 TASK FORCE was charged with identifying and evaluating potential new revenue sources.



BAY AREA VOTERS can increase transit funding via a transportation revenue measure.*

TRANSIT OPERATORS should regularly adjust fares to keep pace with inflation, explore new local revenues and identify ways to operate more efficiently.

FEDERAL FUNDS are essential to transit state of good repair and expansion.

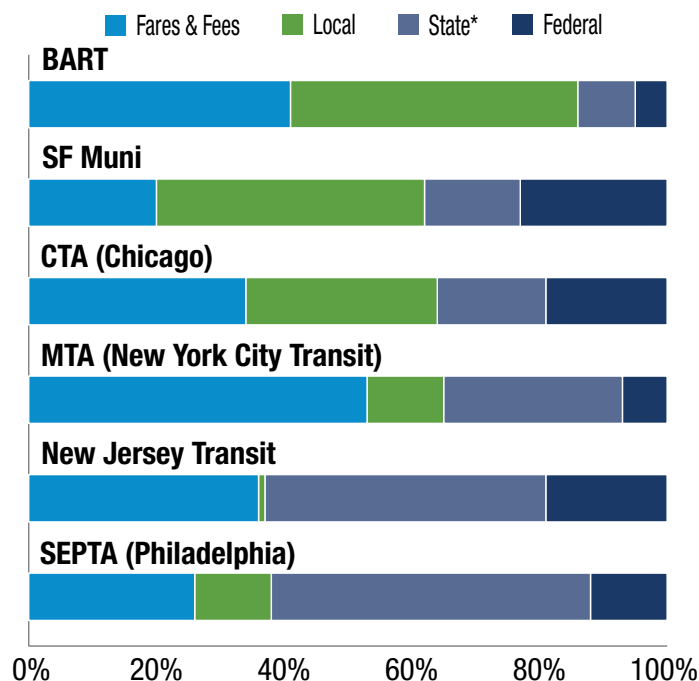
TRANSIT TRANSFORMATION Implement rider-focused improvements to attract new riders to the system.

*If the initiative qualifies for the ballot.

The California Legislature in 2025 passed Senate Bill 63 (Wiener/Arreguín), authorizing a multi-county sales tax to sustain transit operations, invest in transit capital and fund targeted road repair. The Connect Bay Area Transit Committee, a non-governmental

citizens group, is gathering signatures to place the tax on the November 2026 ballot via a citizen’s initiative. Without additional funding, AC Transit, BART, Caltrain and SF Muni will face major service cuts, limiting mobility for those who depend on transit.

Who Pays for Transit? A Look at Funding Sources Across Major U.S. Agencies (2019)








Federal Partnership Remains Key to Transit’s Long-Term Success

Sustaining Bay Area transit requires a new funding model — one that improves service, strengthens local and state commitments, and maintains robust federal investment.

MTC is coordinating with Bay Area transit operators on various “Transit Transformation” initiatives to attract new riders. Transit agencies also must do their part to identify ways to enhance efficiency. Additionally, while fares and local taxes — including a new regional measure — will remain primary funding sources, long-term success depends on sustained partnership from the State of California and the federal government. Federal formula funds help keep transit infrastructure in good condition, which is key to reliability.

* Includes capital and operating expenses.

Focus Areas of Transit Transformation Action Plan

<p>Fares and Payment</p> <p>Simpler, consistent, and equitable fare and payment options.</p> 	<p>Better Maps and Signage</p> <p>Make transit easier to navigate and more convenient.</p> 	<p>Transit Network</p> <p>Transit services managed as a unified, efficient and reliable network.</p> 	<p>Accessibility</p> <p>Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently.</p> 	<p>Funding</p> <p>Use existing resources more efficiently and secure new, dedicated revenue to meet funding needs.</p> 
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Transforming Bay Area Transit by Putting Riders First

Bay Area transit ridership continues to trend upward, but Bay Area transit agencies and MTC are not slowing down efforts to implement the Bay Area Transit Transformation Action Plan. The plan was adopted in 2021 and identifies more than two dozen deliverables needed for a more connected, efficient and customer-focused network that lets residents and visitors alike navigate the nine-county region with speed, safety, convenience and confidence.

In the first five years, MTC and Bay Area transit agencies have delivered in several key areas:

Fares and Payment: MTC and its transit agency partners are developing new fare tools to encourage more ridership, including piloting an all-agency transit pass known as the Clipper® BayPass. With the launch of Next Generation Clipper, the Bay Area began piloting a new transfer policy that waives transfers from bus to bus, and lowers the cost of transferring from a bus to BART, Caltrain or a ferry by \$2.85.



Clipper enables riders to transfer seamlessly between all Bay Area transit options.

(Photo: ©Noah Berger)



©Noah Berger

Clipper® BayPass Delivers Unlimited Transit Access

Bay Area transit agencies and MTC in 2022 launched Phase 1 of the Clipper® BayPass pilot to study the impact of a single pass that provided some 30,000 Bay Area students and residents living in affordable housing communities access to the myriad bus, rail and ferry services in the nine-county region.

An evaluation of the program yielded impressive results: Clipper BayPass holders took about 35% more transit trips than their peers and transferred between systems 74% more often, highlighting

the program’s potential to expand transit ridership, and with it, the benefits of increased mobility, less congestion, and more money in Bay Area residents’ pockets.

An employer-focused Phase 2 of the pilot launched in 2024. Clipper BayPass is being sold to employers who would like to provide an employee benefit of unlimited transit trips. In the first year of both pilots, Clipper BayPass participants took more than **3.6 million transit trips**.

Bay Area Update

Better Maps and Signage: In 2024, MTC and transit partners debuted prototypes of a common mapping and wayfinding system for use by all Bay Area transit agencies to make navigating multiple systems friction-free.

The prototype maps and signs were evaluated at El Cerrito del Norte BART Station and the Santa Rosa Transit Mall/Downtown Santa Rosa SMART station. Public feedback will help ensure final designs make traveling by transit more intuitive and convenient for all.



Transit riders at El Cerrito Del Norte BART Station check out the prototype. (Photo: ©Noah Berger)

Regional Transit Connections

Conexiones de transporte público regional 區域交通連接

About this map

This map shows where you can go by bus, train, or ferry in the Bay Area. It highlights transit services that directly connect populated places, attractions, and parks around the region. Visit 511.org/transit or transit agency websites for more information.

Regional transit services

- Bus
- Rail
- Ferry

Transit service frequency

- Every 1-65 min and 7 days/week
- Every 60+ min and/or fewer than 7 days/week

Walking transfer

Transferable may be 5-10 min walk

Local transit services

Frequency of service may vary during the week or depending on the time of day. Please check with the transit agency for details.

Connecting steps

Connections may be up to 10 minutes

Fares

Fares are not shown on this map. Some agencies require payment before boarding, while others require payment at the station.

Parks accessible by transit services

Programs accessible per local transit agency website.

How to pay

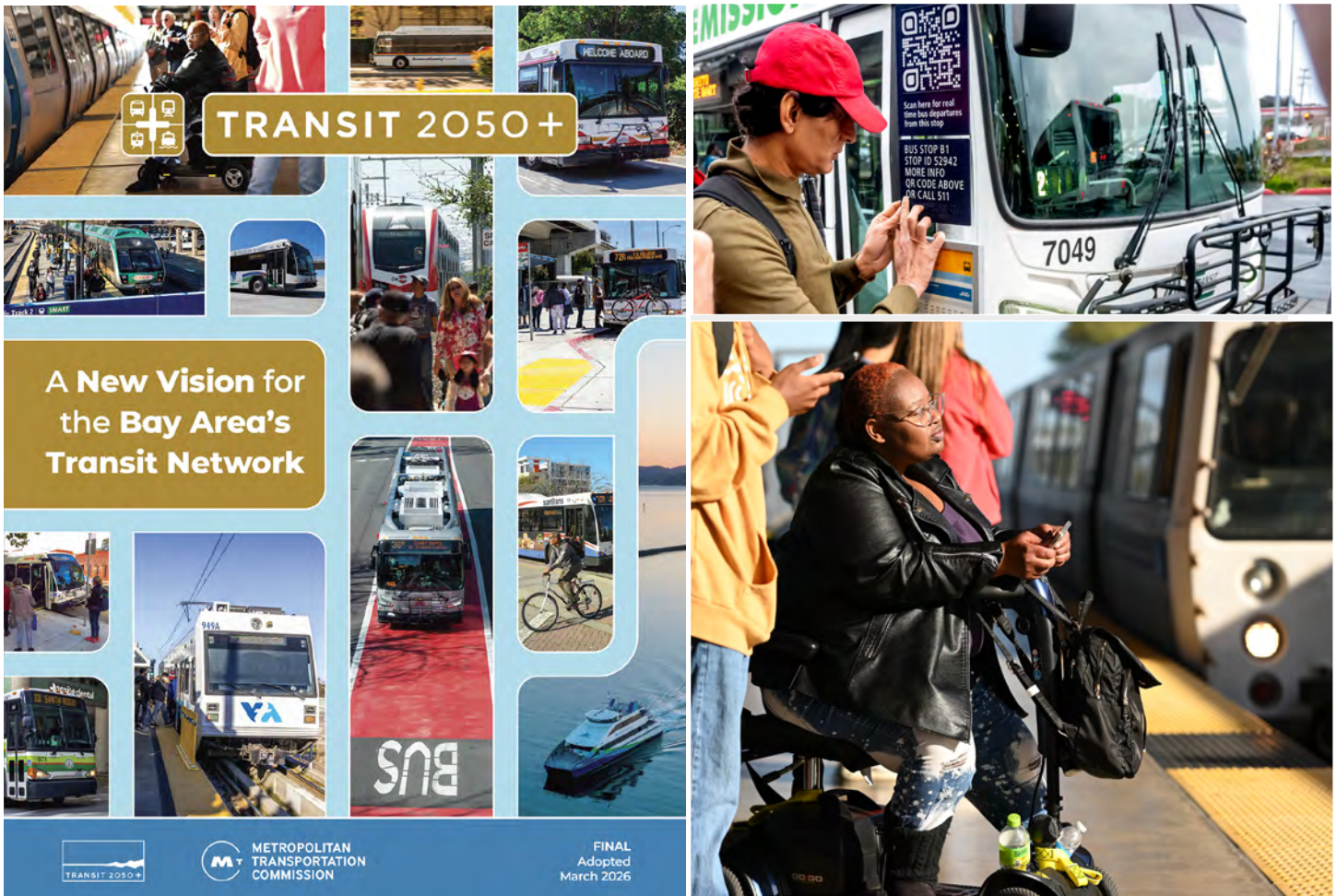
Clipper is the most convenient way to pay for transit. Customers may use the Clipper app or a Clipper card to pay for transit. Clipper cards are available for purchase at participating agencies. Visit 511.org/clipper for more information.

Fares are not shown on this map. Some agencies require payment before boarding, while others require payment at the station. Visit 511.org/clipper for more information.

Agency	Code	Clipper	Agency	Code	Clipper
AC Transit	AC	Yes	San Mateo County Transit	SCT	Yes
Alameda-Contra Costa Express	ACE	Yes	San Francisco Bay Ferry	SBF	Yes
Alameda Regional	AR	Yes	San Francisco Bay Ferry	SBF	Yes
Alameda Regional	AR	Yes	San Francisco Bay Ferry	SBF	Yes
Alameda Regional	AR	Yes	San Francisco Bay Ferry	SBF	Yes
Alameda Regional	AR	Yes	San Francisco Bay Ferry	SBF	Yes
Alameda Regional	AR	Yes	San Francisco Bay Ferry	SBF	Yes
Alameda Regional	AR	Yes	San Francisco Bay Ferry	SBF	Yes
Alameda Regional	AR	Yes	San Francisco Bay Ferry	SBF	Yes
Alameda Regional	AR	Yes	San Francisco Bay Ferry	SBF	Yes

Transit agencies outside the Bay Area
 Contra Costa Transit Authority (CCTA) - Contra Costa County
 Golden Gate Transit (GGT) - Marin County
 Marin Transit (MT) - Marin County
 Napa Valley Transit (NVT) - Napa County
 Sonoma County Transit (SCT) - Sonoma County
 Solano County Transit (SCT) - Solano County
 Yuba County Transit (YCT) - Yuba County

Paratransit services
 For free transit information, dial 511 or visit 511.org. Para obtener información gratuita sobre el transporte público, marque 511 o consulte 511.org.



Cover image of the Transit 2050+ report – A New Vision for the Bay Area's Transit Network.

Transit Network: MTC has invested over \$100 million in transit performance initiative projects, including \$40 million in flexible federal highway funds to make transit faster and more reliable, including bus travel to and from the San Francisco-Oakland Bay Bridge. These investments are already speeding up commute times for those taking buses over the Bay Bridge. MTC in 2024 also completed Transit 2050+, the first comprehensive connected network plan for a faster, more frequent, connected Bay Area transit network.



MTC helps Bay Area transit agencies meet the mobility needs of people with disabilities.

(Photos: ©Noah Berger)

Accessibility: MTC and transit agency staff have completed a Bay Area Paratransit Eligibility Transformation Action Plan report and are now working to prioritize and implement the recommendations in the report. This is an important step in standardizing eligibility practices for programs that benefit people with disabilities.

Funding: Since 2021, MTC, transit agencies, advocacy organizations, the business community, labor and other groups worked together to secure state funding to sustain service. MTC also contributed \$300 million in regional discretionary funds to the effort. These actions will help mitigate cuts through November 2026, when voters are expected to consider a transit measure. (See pages 1-2).

Plan Bay Area 2050+

Adopted earlier this year by MTC and the Association of Bay Area Governments, Plan Bay Area 2050+ updates the visionary, performance-based long-range plan known as Plan Bay Area 2050, which was adopted in 2021.

At the heart of Plan Bay Area 2050+ are 35 strategies spread across transportation, housing, the economy and the environment that aim to make the Bay Area a thriving, economically vibrant place for all residents.

Plan Bay Area 2050+ refines select strategies to incorporate new financial realities and integrate other lessons learned over the last four years. A parallel planning process called Transit 2050+ aimed to address the challenges posed by the Bay Area's robust but complex transit system and to account for rapid changes in commute patterns brought about by the COVID-19 pandemic. It takes a customer-focused approach to identifying transit priorities so that the end result is a more reliable and integrated transit system that will attract more riders.

Plan Bay Area 2050+ is the Bay Area's Regional Transportation Plan, as required by federal law, as well as the region's state-mandated Sustainable Communities Strategy.



Plan Bay Area 2050+ summer outreach spanned the entire region, from Vacaville in the North (above) to San José in the South Bay (below). (Photos: Flor Haus, above; Karl Nielsen, below)

Performance Drives Project Selection

MTC has a long history of using performance to inform decision-making and Plan Bay Area 2050 was MTC's most robust exercise in performance-driven planning to date. Using a data-driven, academically rigorous performance assessment framework, MTC evaluated over 90 major transportation projects across three divergent future scenarios to determine the projects' cost-effectiveness and resilience to conditions outside MTC's control, like changes in federal policy and

global market conditions. Many high-performing projects shared a common theme: They leverage the significant investments the Bay Area has made in the transportation network over many years and provide new benefits under all of the scenarios we tested.

This assessment was carried forward for Plan Bay Area 2050+ with minor updates and helped the Bay Area prioritize transportation projects for inclusion in the fiscally constrained Plan Bay Area 2050+.



BART Core Capacity leverages the region's historic rail investments to provide significant new benefits across all future scenarios.



Investments in micromobility improve safety and cost-effectively enhance mobility throughout the Bay Area



Bay Area Forward optimizes existing infrastructure to deliver low-cost, high-impact congestion relief through operational efficiencies.



A seamless, integrated transit fare system complements transit investments and delivers significantly higher transit ridership.

Photos ©Noah Berger



Photo: Karl Nielsen.

Metropolitan Transportation Commission

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Cities of Contra Costa County

Stephanie Moulton-Peters, Vice Chair
Marin County and Cities

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Santa Clara County

Eddie H. Ahn
San Francisco Bay Conservation and
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U.S. Department of Transportation

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San Francisco Mayor's Appointee

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Oakland Mayor's Appointee

Matt Mahan
San José Mayor's Appointee

Amber Manfree
Napa County and Cities

Mitch Mashburn
Solano County and Cities

Myrna Melgar
City and County of San Francisco

Nate Miley
Alameda County

Gina Papan
Cities of San Mateo County

Belia Ramos
Association of Bay Area Governments

Libby Schaaf
U.S. Department of Housing
and Urban Development



Photo: Courtesy of VTA.



**METROPOLITAN
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Metropolitan Transportation Commission

Legislation Text

File #: 26-0581, **Version:** 1

Subject:

Washington, D.C. Legislative Update

Report on key legislative, funding and political developments over the past month from Washington, D.C. prepared by the Summit Strategies team.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Information

Attachments:

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

June 12, 2026

Handout - Agenda Item 5b – 26-0581

Washington D.C. Legislative Update

Subject:

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

Issues:

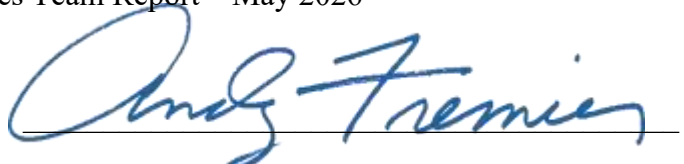
None identified.

Recommendations:

Information

Attachments:

- Attachment A: Summit Strategies Team Report – May 2026



Andrew B. Fremier



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Washington, DC 20001
(202) 638-3307 main
www.summitstrategies.us

Summit Strategies Team Report – May 2026

From: Summit Strategies Team

To: Andrew B. Fremier, Executive Director

Date: May 29, 2026

Subject: May 2026 Federal Policy Monthly Report

- **Surface Transportation Markup**
 - **House Releases THUD Bill**
 - **Legislation Introduced to Protect Infrastructure**
 - **5337 Advocacy**
 - **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.

Surface Transportation Markup

In May 2026, the House Transportation and Infrastructure Committee advanced its five-year surface transportation reauthorization bill in an overwhelmingly bipartisan vote (62-2). The bill, Building Unrivaled Infrastructure and Long-term Development for America's 250th Act (Build America 250 Act), authorizes \$580 billion in spending over the next five years. Highlights include:

- \$87.6 billion for mass transit programs from the Highway Trust Fund (HTF) over five years [compared to \$69.8 billion provided by the Infrastructure Investment and Jobs Act (IIJA)].
- The bill eliminates discretionary programs for the Low or No Emission Grant Program (commonly known as the “low-no program”) railcar replacement, American Disabilities Act (ADA) upgrades, and ferry programs. The \$300 million annual competitive set-aside under the State of Good Repair transit formula grant program has been eliminated, but a competitive bus grant program remains, albeit at half the size of the former program.
- Authorizing the Capital Investment Grant (CIG) program at \$3 billion annually.
- Fees for electric vehicles and plug-in hybrids.
- Several provisions to streamline and expedite project delivery.
- Authorizing the Better Utilizing Investments to Leverage Development (BUILD) grant program at \$1.5 billion annually.
- Creating a new Surface Transportation Accelerator Grant (STAG) program with broad multimodal eligibility authorized at \$2.4 billion annually.
- *An MTC-led provision allowing Federal aid highway program funds to be used for regional advance mitigation was included in the bill as introduced. A separate provision expanding pre-award authority for right-of-way and construction expenses on Federal Highway Administration (FHWA) projects was also included in the Manager's Amendment, which was approved.*

The bill is now ready to be considered on the House floor. However, it is unclear when votes might take place. Transportation and Infrastructure Committee Chair Sam Graves (D-MO) would like votes to take place before the July 4, 2026 recess. Speaker of the House Mike Johnson (R-LA) has not made any commitments for floor time.

Meanwhile, several Senate committees are working on their version of the surface transportation package. There is no timeline for when we can expect committee action or bill text.

While progress has been made to reauthorize the surface transportation bill before it expires on September 30, 2026, it is unlikely that a bill will be finalized in time. A temporary extension of IIJA will likely be needed as negotiations continue.

House Releases THUD Bill

This month, lawmakers released bill text for the Fiscal Year (FY) 2027 Transportation, Housing and Urban Development, and Related Agencies (THUD) appropriations bill. The bill provides a total discretionary allocation of \$92 billion, which is \$10.7 billion below FY 2026 enacted levels. Highlights include:

- \$16.5 billion in budgetary resources for the Federal Transit Administration (FTA), which is \$201 million below FY 2026 enacted levels. Of this total:
 - \$14.6 billion is for transit programs funded through the HTF. This is the same total as FY 2026. During authorizing transition years, appropriators typically freeze the obligation limit at the prior year's level. That is because a short-term extension of the IIJA is likely.
 - \$737 million for CIG
 - New fixed guideway (5309(d)) - \$698 million
 - Small starts (5309(h)) - \$31 million
 - \$973 million for Transit Infrastructure Grants
 - \$875 million for public transportation assistance for the Olympics and Paralympics
 - \$10 million for bus driver safety and security (this funding will be used to install bus driver protection barriers on existing buses)
 - \$87 million for Community Project Funding
 - *Of note, the bill only provided \$166.5 million in new budget authority to FTA. The remaining discretionary balance (\$1.7 billion) comes from transfers from the IIJA.*
- \$150 million for Washington Metro Area Transit Authority
- \$1.6 billion for the Office of the Secretary, including:
 - \$550 million for the BUILD grant program

- \$71.4 billion in discretionary resources for HUD, which is a \$5.9 billion cut from FY2026 enacted levels.
- \$64.5 billion in total budgetary resources for the FHWA

The bill advanced out of the House THUD subcommittee on a 9-7 vote. The full committee is scheduled to mark up the bill on June 3, 2026. The Senate has not released its schedule for FY 2027 markups, but leadership is targeting mid-June.

Legislation Introduced to Protect Infrastructure

This month, Representatives John Garamendi (D-CA) and Mike Thompson (D-CA) introduced a bill championed by MTC that aims to accelerate projects that protect infrastructure from natural disasters. The bill, the Accelerating Demonstration Approaches for Protecting Transportation (ADAPT) Assets ACT, was introduced at a press conference which MTC staff helped organize. The bill would provide \$2 billion annually to support the development of 10 large-scale infrastructure projects to protect transportation systems against natural disasters and facilitate coordination between federal agencies.

5337 Advocacy

In May 2026, your advocacy team led an effort to support maximum funding for the Federal Transit Administration's State of Good Repair program in the surface transportation reauthorization bill. Specifically, the team organized and worked with representatives from leading transit agencies around the county to support a sign on letter led by Congresswoman Simon (D-CA) which supported maintaining IJJA funding levels (including advanced appropriations) for the Federal Transit State of Good Repair program. Nearly 40 Members of Congress signed the letter, and it played a critical role in maintaining the high level of funding that supports transit state of good repair in the Bay Area and around the country. We are very grateful for the leadership of Representative Simon (D-CA) on this effort, as well as her staff.

Supporting MTC Priorities in Congress

Your DC Team has been hard at work and, during the May fly-in, subsequently had the opportunity to communicate with several congressional offices and agency officials over the last month. This list includes:

- The U.S. Department of Transportation, including Loren Smith (Deputy Assistant Secretary for Policy)
- WMATA, including Jennifer Burke, Strategic Program Manager of Transit Operations (MICC); Danielle Glass, Vice President (MICC); Lauren Byrne, Director of Video Consequence Management (MICC); Kiev Richardson, Project Manager; Jordan Holt, Senior Director of Performance, Benchmarking, and Customer Research; Sarah Meyer, Executive Vice President and Chief Customer Officer; Allison Davis, Senior Vice President of Strategy, Planning, and Program Development; Mark Irvine, Senior Director of Strategy and Policy; Greg Garback, Director of Fare Revenue Systems and Modernization; and Dave Rickard, Executive Vice President and Chief Financial Officer
- Virginia Department of Transportation, including Nick Donohue (Secretary of Transportation)
- Maryland Department of Transportation, including Joe McAndrew (Assistant Secretary for Transportation)
- The Office of Representative Julia Brownley (D-CA)
- The Office of Representative Jared Huffman (D-CA), including Joe Sheehy (Chief of Staff)
- The Office of Representative Nancy Pelosi (D-CA), including McKenzie Fields (Deputy Chief of Staff and Legislative Director)
- The Office of Representative Jimmy Panetta (D-CA), including Seamus McKeon (Senior Legislative Assistant)
- The Office of Representative Mike Thompson (D-CA), including Tyler Adams (Legislative Assistant)
- The Office of Representative Kevin Mullin (D-CA), including Nathan Dadap (Senior Legislative Assistant)
- The Office of Representative Ro Khanna (D-CA), including Kevin Fox (Deputy Chief of Staff)
- The Office of Representative Zoe Lofgren (D-CA), including Arlet Abrahamian (Senior Legislative Counsel)
- Representative Lateefah Simon and her staffer Sydney Dahiyat (Legislative Assistant)
- Representative Mark DeSaulnier (D-CA)

- Representative John Garamendi (D-CA)
- Representative Sam Liccardo (D-CA)
- The Senate Banking Housing and Urban Affairs Committee Housing, Transportation and Community Development Subcommittee, including Homer Carlisle (Senior Adviser)
- The Office of Senator Alex Padilla (D-CA), including Nora Simón (Policy Adviser)
- The Office of Senator Adam Schiff (D-CA), including Olivia Oo (Policy Adviser)
- The House Transportation and Infrastructure Committee, including Kathy Dedrick (Democratic Staff Director) and Jackie Schmitz (Democratic Highways and Transit Subcommittee Staff Director)

National Transportation News Roundup (links to articles)

- [World Cup Transit sticker shock hits fans with tickets to matches in some US host cities \(AP\)](https://apnews.com/article/world-cup-transit-new-jersey-boston-prices-f66d51bf1ed1de1bf568ac4fd319b8f8)
<https://apnews.com/article/world-cup-transit-new-jersey-boston-prices-f66d51bf1ed1de1bf568ac4fd319b8f8>
- [Bay Area Transit Agencies Saved \\$1 Billion Since 2020. Can They Sustain Those Savings? \(KQED\)](https://www.kqed.org/news/12084766/bay-area-transit-agencies-saved-1-billion-since-2020-can-they-sustain-those-savings)
<https://www.kqed.org/news/12084766/bay-area-transit-agencies-saved-1-billion-since-2020-can-they-sustain-those-savings>
- [Surface transportation bill approved by House committee \(Roll Call\)](https://rollcall.com/2026/05/22/surface-transportation-bill-approved-by-house-committee/)
<https://rollcall.com/2026/05/22/surface-transportation-bill-approved-by-house-committee/>
- [Voters reject Oregon’s Measure 120 to boost transportation taxes \(KATU\)](https://katu.com/news/local/oregon-voters-weigh-measure-120-referendum-transportation-gas-tax-hike-dmv-fees-oregon-department-of-transportation-odot-oregon-legislature-special-session)
<https://katu.com/news/local/oregon-voters-weigh-measure-120-referendum-transportation-gas-tax-hike-dmv-fees-oregon-department-of-transportation-odot-oregon-legislature-special-session>

Metropolitan Transportation Commission

Legislation Text

File #: 26-0584, **Version:** 1

Subject:

Release of the Draft MTC 2026 Public Participation Plan for the San Francisco Bay Area

Overview of the draft 2026 MTC Public Participation Plan for the San Francisco Bay Area.

Presenter:

Leslie Lara-Enríquez

Recommended Action:

Information

Attachments:

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

June 12, 2026,

Agenda Item 6a – 26-0584

Release of the Draft MTC 2026 Public Participation Plan for the San Francisco Bay Area

Subject:

Overview of the draft 2026 MTC Public Participation Plan for the San Francisco Bay Area.

Background:

MTC’s policies and investments affect how people move, how communities grow, and how the region responds to challenges such as safety, affordability, climate change and resilience. To ensure the decisions MTC makes are informed by the real-world experience and priorities of Bay Area residents, MTC is committed to an open process where the public can learn about issues, share lived experience, and provide input that informs the agency’s recommendations and actions.

As the Bay Area’s Metropolitan Planning Organization, MTC helps set regional priorities that affect daily life in the Bay Area, so it is important that MTC communicates in a way that helps the public understand what is being considered, provides the public an opportunity to weigh in early, and communicates how public input is used. As such, MTC is required to adopt a Public Participation Plan (PPP) for the region, which serves as a public-facing guide that explains how Bay Area residents and partners can get involved in MTC decision-making, including where to find information, how to provide input and what participation opportunities exist.

Federal and State Requirements:

The PPP exists because both federal and state requirements call on MTC to clearly document public participation procedures for the regional long-range plan, Plan Bay Area, and the Transportation Improvement Program (TIP). The PPP documents the procedures that MTC uses to provide timely notice and access opportunities to participate in the agency’s work. The PPP also sets expectations for inclusive, accessible and accountable engagement, including guidance on reducing barriers to public participation. Historically, the PPP focused only on the Regional Transportation Plan (RTP) and the TIP. While this made sense decades ago, MTC’s work now encompasses much more than Plan Bay Area and the TIP. As such, staff did a major overhaul of the PPP in 2023 to capture MTC’s extensive portfolio of work, transforming it from a document

that outlines procedures for engagement strictly for those two work products into a user-friendly guide that explains how Bay Area residents and partners can learn about MTC’s work, track decisions and provide input in accessible ways.

Draft 2026 Public Participation Plan:

The latest iteration of the PPP incorporates MTC-ABAG’s recently adopted Mission, Vision and Values (<https://mtc.ca.gov/about-mtc/what-mtc/mission-vision-values>) by framing participation as essential to MTC-ABAG’s mission to advance shared regional priorities for transportation, housing and the environment, and its vision to support a Bay Area that is connected, equitable and sustainable. The adopted values are collaboration, equity, excellence, innovation and integrity. In terms of values, **collaboration** is reflected in the PPP’s emphasis on shared decision-making and relationship-based work with communities and partner institutions. **Equity** is embedded as both a goal (who should be included) and a method (how barriers are removed), anchored by MTC-ABAG’s Equity Platform. Additionally, MTC’s engagement efforts have historically included collaboration with community-based organizations (CBOs), now supported through efforts such as the Community Action Resource and Engagement (CARE) program, to deepen engagement with historically underserved communities.

Excellence is reflected in the PPP’s focus on quality, consistency and continuous improvement — using structured processes, clear standards and evaluation. Innovation is reflected in the PPP’s embrace of multiple formats, modern engagement channels, and tools that expand access beyond traditional public meetings. Finally, **integrity** appears through commitment to transparency, accountability, responsiveness and open access to decision-making.

The draft 2026 PPP includes a third appendix — the public participation plan for the next Plan Bay Area update, Plan Bay Area 2060. This appendix is intended to serve as the plan-specific participation roadmap for Plan Bay Area 2060 by laying out the major milestones and decision points where public input is needed, describing the participation methods that will be used (such as meetings, workshops, online tools, public comment opportunities, etc.), and outlining how comments will be documented and reported back to the public as the plan is developed and considered for adoption.

Next Steps:

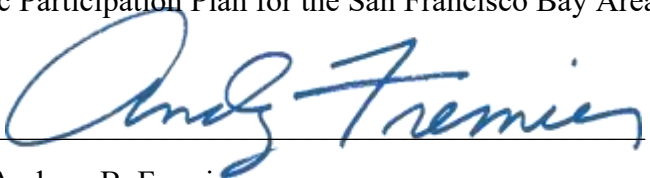
Staff released the draft Public Participation Plan on June 8, 2026, for a 45-day public review and comment period. During the comment period, MTC staff also will conduct robust engagement to identify innovative methods for engaging the public and our partners, identify current best practices and assess the relevance and usefulness of the Guiding Principles for Engagement and the Engagement Framework.

Public Participation Plan Development Timeline

Date	Milestone
June 5	Draft 2026 PPP presentation to the MTC ABAG Community Advisory Council
June 8	Release MTC's Draft 2026 PPP for 45-day comment period
June 12	Draft 2026 PPP presentation to the Joint MTC ABAG Legislation Committee
September 4	Presentation of recommended changes and input received to the MTC ABAG Community Advisory Council
September 11	Presentation of recommended changes and input received from the Joint MTC ABAG Legislation Committee (if there are significant material changes, the PPP will be released for a second 45-day comment period). If there are no significant changes, referral by the Joint MTC ABAG Legislation Committee to the Commission for final action.
September 23	Final Commission action on 2026 PPP (or later if a second comment period is needed)

Attachments:

- Attachment A: Presentation
- Attachment B: Draft 2026 MTC Public Participation Plan for the San Francisco Bay Area



Andrew B. Fremier

MTC's 2026 Public Participation Plan Update

Joint MTC ABAG Legislation Committee

Friday, June 12, 2026



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

What Is the Public Participation Plan?

Purpose of the PPP

The PPP serves as a manual for Bay Area residents on how to engage with MTC's decision-making effectively.

Legal and Regulatory Basis

The plan fulfills federal and state requirements for public involvement in major regional planning and funding efforts.

Public Input Process

It details where to find information, participation opportunities and how public comments are documented and reported back.

Engagement Goals

It outlines why and how engagement is done through the Guiding Principles for Engagement and Engagement Framework.

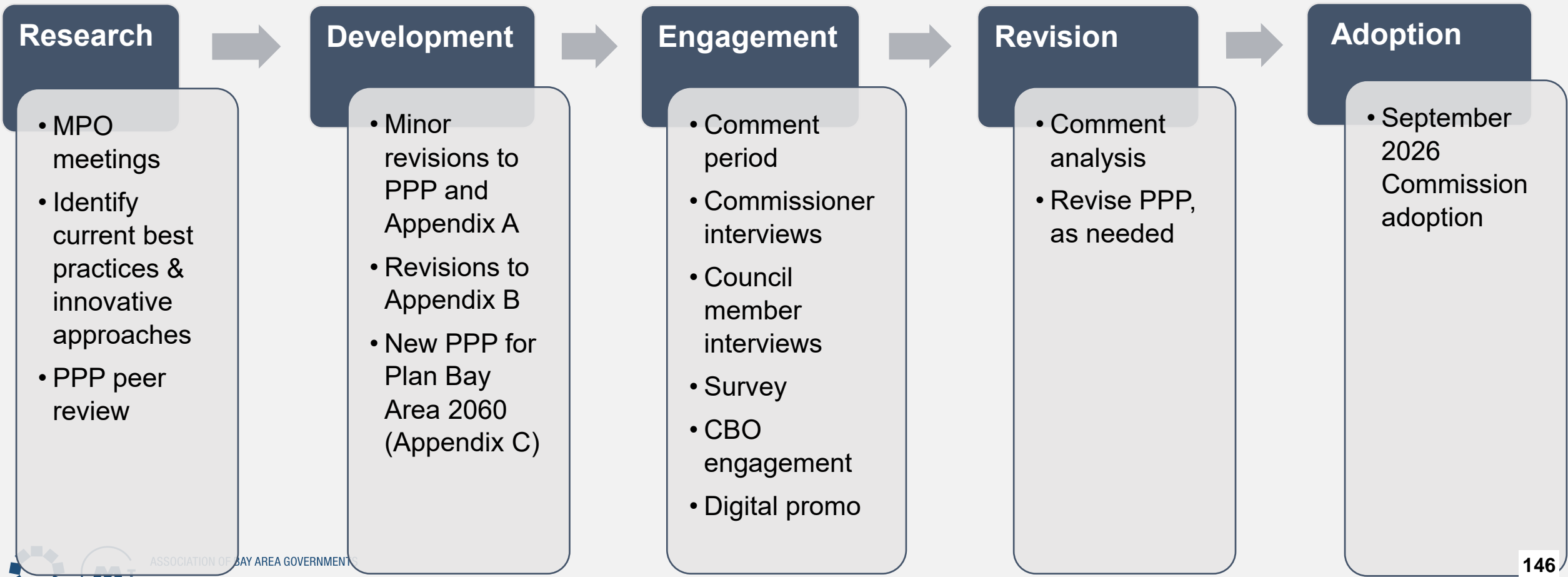
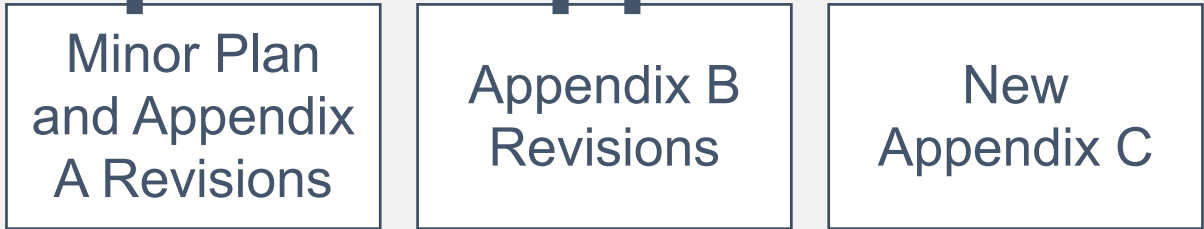
Access and Transparency

The PPP aims to simplify and clarify participation, making regional decision-making transparent and accessible to all residents.

Engagement Requirements

- Federal law (23 CFR 450.316) requires MTC to engage in a planning process that creates opportunities for public involvement, participation and consultation throughout the development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program.
- State law (SB 375) also requires MTC to develop an engagement plan for developing the RTP/Sustainable Communities Strategy — the region’s long-range plan, known as Plan Bay Area.
- MTC’s Public Participation Plan is an MTC-required document adopted by the Commission; while it does not impose legal participation requirements on ABAG, the integrated MTC–ABAG staff uses the PPP to guide public engagement for joint work, including Plan Bay Area.

2026 PPP Update Approach



What's New

- **PPP**

- Incorporated MTC's Mission, Vision and Values
- New participation procedures for engaging Federal Land Management Agencies (Appendix B)

- **Plan Bay Area 2060 PPP**

- Continuous engagement between major plan milestones and phases
- Ongoing collaboration with CBO partners to co-develop engagement approaches and build partnerships
- Expanded focus on education, public information, storytelling and digital engagement



Building from Lessons Learned

- Reducing **engagement fatigue** is critical and can be achieved through coordination and collaboration
- **Education and raising awareness** is essential to meaningful engagement
- Meaningful participation requires **clear, accessible and relatable information**
- **Storytelling** can make regional planning more understandable and relevant
- Public engagement must include **multiple ways** for people to engage and provide input
- Strong partnerships require **ongoing collaboration** to build trust
- Demonstrate how public input was used, or why it was not used, to increase **transparency**

Guiding Principles for Engagement

Purposeful Engagement

Engagement must have a clear purpose so participants understand their role and impact.

Two-Way Communication

Effective engagement involves listening and sharing information to build relationships.

Tailored Strategies

Engagement approaches are customized for each project, audience, and decision point.

Transparency and Accountability

Open communication and reporting back builds trust and shows how input influenced decisions.



Engagement Framework



Early and Ongoing Engagement

Engage early and often to allow public input to shape decisions rather than react to them.

Access and Inclusion

Reduce barriers related to language, disability, technology, time, and trust to enable access for all.

Co-Creation and Clear Communication

Prioritize co-creation and plain language to ensure collaboration and understanding among participants.

Feedback and Impact Assessment

Respond, report back, and assess impact to demonstrate accountability and improve engagement practices.



Key Milestones

Date	Milestone
June 5	Present draft PPP at the June MTC ABAG Community Advisory Council meeting
June 8	Release draft PPP and open 45-day comment period
June 12	Present draft PPP at the June Joint MTC ABAG Legislation Committee meeting
June 8–July 17	Conduct engagement on draft PPP
July 20	Close comment period
September 4	Present public input summary and final PPP at the September MTC ABAG Community Advisory Council meeting
September 11	Present final PPP the September Joint MTC ABAG Legislation Committee meeting and recommend forwarding to the Commission for approval
September 23	Commission meets and considers approval



Questions?

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DRAFT Public Participation Plan

for the San Francisco Bay Area



June 2026



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Chapter 1 — Introduction

This public participation plan (PPP) outlines the many opportunities available to get involved and provide input on the Metropolitan Transportation Commission's (MTC) work. MTC is committed to a transparent decision-making process that is informed by meaningful public consultation and community engagement. MTC wants residents in the San Francisco Bay Area to be involved in the regional planning process. As such, MTC aims to give the public ample opportunities for early and continuous participation opportunities in important projects, plans and decisions, and to provide full public access to key decisions.

The policies and investments made by MTC influence the lives of people who live and work in the Bay Area every single day. To help inform those decisions, MTC is committed to providing ample, accessible opportunities for members of the public, partners and other stakeholders to engage with our policymakers about ongoing programs and projects. This PPP defines our mission and vision for public engagement and participation, along with the processes for communicating with the public about our programs, plans, projects and decisions. This plan seeks to provide Bay Area residents with the information necessary to participate in and influence the regional policy development and decision-making processes.

What is MTC?

The Metropolitan Transportation Commission is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. MTC supports the region's network of streets, roads, highways, public transit systems, airports and other transportation resources, including the movement of goods through ports and freight rail lines. MTC was created by the California Legislature in 1970 to plan the Bay Area's transportation system. The federal government later designated MTC as the Bay Area's metropolitan planning organization (MPO) charging it with the task of coordinating and deciding how to spend federal transportation dollars that are suballocated to the region. Over the years, MTC staff's work has expanded through state legislation to address other regional issues, including climate adaptation, housing finance and administration of toll bridge revenues.

MTC’s role has expanded into multiple authorities — some created by state law or as a joint powers authority to carry out specific duties or projects for residents of the Bay Area.

Statutory Entities

- [Bay Area Toll Authority](#) (BATA) – manages the toll revenues from the Bay Area’s seven state-owned bridges. BATA also manages FasTrak®, the electronic toll payment system established in state law.
- [Bay Area Housing Finance Authority](#) (BAHFA) – established in state law, BAHFA is a first-of-its kind regional authority created to address the Bay Area’s chronic housing challenges.
- [Public Transit Revenue Measure District](#) (PTRMD) – established by Senate Bill 63 (2025), which also authorizes to be placed on the November 2026 ballot, the District has many responsibilities, including administrative responsibilities related to the November 3, 2026 statewide general election and additional responsibilities if a regional transportation revenue measure were to be approved by the voters.

Joint Powers Authorities

- [Bay Area Headquarters Authority](#) (BAHA) – manages and maintains the Bay Area Metro Center building in San Francisco where ABAG and MTC are housed. BAHA was established as a joint powers authority of MTC, ABAG, the Bay Area Air District and the San Francisco Bay Conservation and Development Commission — all co-located in the Bay Area Metro Center.
- [Bay Area Infrastructure Financing Authority](#) (BAIFA) – oversees the financing, planning and operation of MTC Express Lanes and related transportation projects. BAIFA was established as a joint powers authority of MTC and BATA to administer express lanes and other toll facilities.

Two Boards, One Staff

In 2008, Senate Bill 375 (Steinberg) was enacted and called upon regional agencies to link together their transportation and land use plans more closely to help achieve climate goals — specifically, reducing greenhouse gas (GHG) emissions from the transportation sector. This law linked MTC’s work more closely with that of the Association of Bay Area Governments (ABAG), the Bay Area’s regional planning agency responsible for housing and land use planning.

ABAG is a joint powers authority of the nine counties and 101 cities in the region that works to strengthen cooperation and collaboration among them to build healthier, stronger communities. ABAG helps local governments plan for new housing development and adapt to change while addressing sustainability, energy, resilience and equity. In 2017, the staffs of both agencies were consolidated via a contract for services, and they now work as one integrated organization reporting to two boards to promote better collaboration and integration on common regional goals.

Public Participation Plan Purpose

Two key planning efforts prompt the development of a public participation plan: the [Regional Transportation Plan](#) (RTP) and the [Transportation Improvement Program](#) (TIP). State law also requires a participation plan for the Sustainable Communities Strategy (SCS). Together, the RTP and SCS make up the region’s long-range plan known as [Plan Bay Area](#). Federal regulations require MTC to engage in a planning process that creates opportunities for public involvement, participation and consultation throughout the development of the RTP. Furthermore, SB 375 requires MTC to develop a public participation plan for the RTP/SCS.

However, the work of MTC expands beyond these planning and funding efforts to encompass a range of plans, projects and programs that work together to improve the quality of life for all Bay Area residents as well as our natural environment. As such, this public participation plan details MTC’s decision-making process through policy committees and highlights other opportunities for getting involved and influencing the regional decision-making process. The federal requirements for public participation related to the RTP and TIP are included as **Appendix B. Public Participation Procedures for the Regional Transportation Plan and the Transportation Improvement Program**, and the state requirements related to the RTP/SCS are included as **Appendix C. Public Participation Plan for Plan Bay Area 2060**.

Public Participation Opportunities

MTC works on a myriad of plans, projects and programs with a wealth of engagement opportunities. Below is a sampling of major efforts.

- [Plan Bay Area](#) — The long-range regional plan for the Bay Area is focused on transportation, housing and environmental resilience, and serves as the region’s RTP

and SCS. See Appendix C for the complete public participation plan for the next update of Plan Bay Area.

- **Transportation Improvement Program (TIP)** — The TIP is a federally-required comprehensive four-year regional spending plan for near-term transportation projects, programs and investment priorities. Federal regulations require MTC to engage in a planning process that creates opportunities for public involvement, participation and consultation throughout the development of the TIP. The public participation procedures for the TIP are thoroughly detailed in Appendix B.
- **Overall Work Program (OWP)** — The OWP describes the annual budget, allocation and use of federal and state transportation planning funds in the Bay Area. The OWP is developed each fiscal year and details the agency’s planning and budgetary priorities for the following fiscal year.

Who We Engage

MTC aims to engage the entire nine-county San Francisco Bay Area in all its economic, geographic and demographic diversity. The agency is committed to engaging and using input from a range of stakeholders, including:

- **General Public** — all residents of the region, with special consideration for the needs of historically underserved populations, including people of color, communities with low-incomes, persons with disabilities, youth, communities with limited English proficiency and elderly individuals.
- **Community Organizations** — especially those that serve Equity Priority Communities and other groups such as environmental advocates, special interest nonprofit organizations, neighborhood groups, homeowner associations and others.
- **Government Agencies** — public agencies like local transit operators, cities and counties, other regional agencies like the Air District, public health agencies, water districts, county transportation agencies (CTAs), the region’s ports and airports, and agencies working on transportation, housing and environmental issues at the state and federal levels, including Federal Land Management Agencies.
- **Business Community** — private-sector entities whose work intersects with transportation and land use planning, including business associations, private transportation providers, freight shippers, consulting firms, technology developers and non-profit business interest groups.

- **Elected Officials** — elected representatives at all levels, including city councils and mayoral offices, county supervisors, and state and federal legislators.
- **Tribal Governments and Native American Communities** — federally recognized tribal governments within the Bay Area and California Native American tribes with tribal cultural resources in the region.

See chapter six for a full list of partners with whom MTC strives to engage.



Chapter 2 — MTC’s Commitment to Engagement

MTC’s Mission, Vision and Values

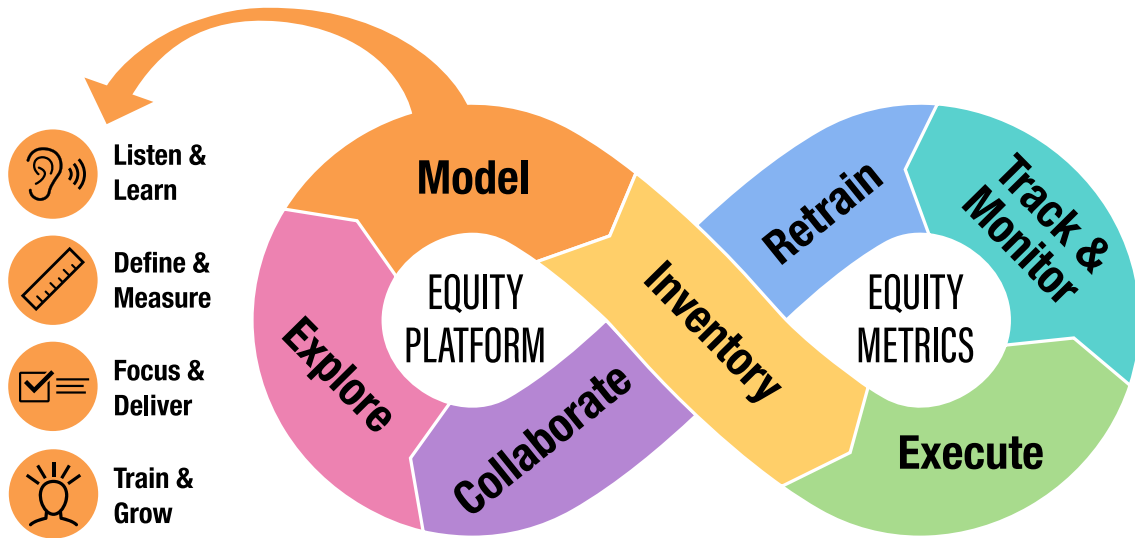
Public participation plays a critical role in supporting **MTC’s mission to advance shared local and regional priorities for transportation, housing and the environment**, and in realizing its **vision of a vibrant Bay Area that is connected, equitable and sustainable**. Meaningful engagement strengthens regional decision-making by ensuring that plans, policies and investments reflect lived experiences across the Bay Area’s diverse communities. Through inclusive and accessible public participation, MTC seeks to build trust, improve outcomes and foster shared ownership of regional strategies that shape how people move, live and thrive throughout the region. Public input is especially critical in addressing cross-jurisdictional challenges and aligning regional priorities with local needs and capacities.

This PPP is grounded in **MTC’s core values of collaboration, equity, excellence, innovation and integrity**, which guide how the agency engages with the public and its partners. MTC is committed to valuing all voices and perspectives by reducing barriers to participation, prioritizing outreach to historically underserved communities, and creating multiple, culturally responsive ways for the public to engage. Engagement practices emphasize transparency and accountability, ensuring that public input is clearly documented, meaningfully considered and communicated back to participants. By continuously improving engagement tools and approaches, MTC aims to provide high-quality public participation processes that support equitable outcomes and strengthen confidence in regional decision-making.

Equity Platform

MTC defines equity as inclusion into a Bay Area where everyone can participate, prosper and reach their full potential. The agency is committed to advancing equity through policies, investments and processes that address historic disinvestment and structural

barriers faced by historically underserved populations, including people with low incomes and communities of color.



Adopted by the Commission in January 2023 (Resolution No. 4559), MTC’s Equity Platform provides a framework for how the agency approaches equity across its programs, decision-making and external engagement. The platform is grounded in four interconnected pillars:

- Listen and Learn
- Define and Measure
- Focus and Deliver
- Train and Grow

The Equity Platform is an ongoing and iterative process that guides staff in designing solutions centered on affected communities, expanding access to opportunity for those most impacted by exclusion, and shifting decision-making in ways that meaningfully reflect community priorities. It also emphasizes continual learning and capacity-building to strengthen institutional practices that support fairness, inclusion and accountability. Additional information about MTC’s Equity Platform is available at mtc.ca.gov/about-mtc/what-mtc/equity-platform.

Operationalizing the Equity Platform within public and community engagement means intentionally revising policies and implementing practices that elevate voices historically underrepresented in regional decision-making. This includes outreach and engagement approaches that prioritize historically underserved populations. Through these efforts, MTC seeks to ensure that public participation processes are accessible, inclusive and responsive, and that community input meaningfully informs regional plans, programs, and investments.

Guiding Principles: Our Vision for Engagement

MTC's guiding principles for engagement serve as our vision for public participation and are rooted in our mission to advance equity in the Bay Area by investing resources in engagement strategies that lift the voices of those who have been historically left out of the decision-making process, and working to ensure historically underserved populations can meaningfully influence decision-making.

1. Effective engagement has a clear purpose.

Defining the purpose for engaging the public, understanding the context and identifying the audience of those affected is imperative to ensure meaningful engagement from the standpoint of the agency and the participants.

2. Effective engagement requires two-way education and relationship building.

Acknowledging the expertise that exists within a given community and boosting engagement with activities that increase mutual education fosters more productive conversations. Ongoing, mutual education improves outcomes and requires cultivating relationships with partners and communities to build trust and achieve consensus.

3. Effective engagement is not one-size-fits-all.

Efforts must be tailored to each unique project and audience to enhance community engagement while making every effort to increase participation opportunities for those most impacted by past and current decisions.

4. Clear communication is essential in effective engagement.

Public engagement must be conducted through clear and compelling communications that are appropriate for the intended audience. Leveraging inclusive storytelling builds shared understanding.

5. Effective engagement demands accountability.

Informing the public of opportunities to participate in the process and clearly demonstrating how community voices have influenced planning and policy decisions builds confidence in the public process.

6. Engagement requires openness and transparency.

An open and transparent public participation process empowers low-income communities and communities of color to participate in decision-making that affects them (adopted as an environmental justice principle by the Commission in 2006).

Engagement Framework

Our engagement framework describes the iterative process MTC follows when implementing public engagement programs and activities, and guides *how* we conduct engagement.

Framework Element 1: Coordinate Engagement Efforts Across the Agency to Reduce Engagement Fatigue

MTC recognizes that residents, community-based organizations and partner agencies are often asked to participate in multiple overlapping outreach efforts across plans, programs and decision points. As a prerequisite for engagement, and to reduce “engagement fatigue” and improve the quality of participation, MTC will strengthen internal coordination, so engagement requests are better timed, more clearly connected to decisions, and less duplicative across teams and projects.

Framework Element 2: Communicate Early and Often

MTC structures major planning initiatives and funding decisions to provide the public with many opportunities to help shape outcomes. MTC provides timely information to raise awareness of upcoming projects, key milestones and opportunities to influence policy development and decision-making processes.

Framework Element 3: Enable Access for All

MTC works to provide all Bay Area residents with opportunities for meaningful participation, regardless of ability, age or income. This strategy aims to increase activities that reach communities who have been historically left out of policy decisions that affect them. Further, MTC recognizes that individuals should not need to be transportation professionals to understand our work.

Framework Element 4: Prioritize Co-creation and Plain Language

MTC aims to conduct engagement activities that design and create solutions in partnership and collaboration with communities affected by policies and decisions. MTC strives to create clear content to foster informed, productive dialogue throughout the engagement process.

Framework Element 5: Respond and Report Back

MTC is committed to summarizing comments heard from participants on impending actions, so decision-makers and the public have a clear understanding of the depth and breadth of opinions on a given issue. MTC also strives to report back on how input informed staff analysis and decisions — and, when outcomes do not align with comments received, to explain why.

To remain effective when comment channels receive high-volume, duplicative or automated submissions (including template or AI-generated messages), MTC will organize input to identify unique issues and ideas, distinguish form/duplicate messages from substantive individualized comments, and document both volume and content in a transparent manner.

Framework Element 6: Assess Impact

MTC evaluates our engagement activities in an effort to inform and improve future engagement. Evaluation helps determine who was missing from the process and identifies opportunities for improvement and corrective action.

Chapter 3 — Opportunities for Ongoing Participation

Policy Committees

MTC carries out much of its work through policy committees, which serve as the primary forums where the public has direct access to the Commission and where regional transportation, housing and funding decisions are discussed, debated and shaped. These committees review proposals, hear staff presentations and consider public input before making recommendations to the full Commission. As a result, the committee level is where most substantive policy deliberation occurs.

MTC strongly encourages public participation in policy committee meetings, as this is where public comment can be most impactful in the decision-making process. All committee meetings are open to the public and include opportunities for members of the public to observe proceedings, participate virtually and provide input directly to decision-makers.

A complete calendar of committee and Commission meetings is available on the MTC website at mtc.ca.gov/meetings-events. Members of the public may also receive email updates about individual committee meetings by contacting the MTC Public Information Office at info@bayareametro.gov or (415) 778-6757 and requesting to be added to a committee’s distribution list.

Members of the public can watch meetings via webcast on the [MTC website](#), or they can participate in meetings either in-person or via Zoom. To provide live public comment, participants must join the meeting by Zoom or attend in person. Instructions for attending or participating remotely are provided on the Meetings & Events page by selecting the specific meeting of interest.

MTC Committees

The following committees have federal and statutory planning responsibilities and make recommendations to the Commission:

- [Joint MTC-ABAG Legislation Committee](#) — A joint committee of MTC and ABAG that oversees both agencies’ legislative advocacy priorities, including positions on state bills and budget requests.
- [Planning Committee](#) — Oversees MTC’s planning studies, including updates to Plan Bay Area. Typically meets jointly with the ABAG Administrative Committee.
- [Programming and Allocations Committee](#) — Develops the policies and recommendations about how to spend regional, state and federal funds, and allocates funding to specific projects.
- [Regional Network Management Committee](#) (formerly the Operations Committee) — oversees the Regional Network Management framework and many of the programs MTC runs for the public, including MTC’s traveler services like 511 and Clipper®, as well as highways and major roads.

Other MTC Committees include:

- [Administration Committee](#) — Oversees and approves administrative tasks, including staff oversight, consultant contracts, budgeting and financial policies, reports and audits. Has final decision-making authority over most agenda items.
- [BAIFA Network & Operations Committee](#) — Oversees the BAIFA Express Lane network and State Route 37 tolling.
- [BAIFA Regional Toll Policy Committee](#) — Guides BAIFA on coordination of toll policies and express lane planning.

In addition, BAHFA and BATA have their own oversight committees:

- [BAHFA Oversight Committee](#) — Oversees BAHFA’s work to address the Bay Area’s chronic housing challenges.
- [BATA Oversight Committee](#) — Oversees policies and funding decisions related to BATA, including FasTrak, the region’s electronic toll collection system.

Furthermore, MTC believes that strong collaboration creates better transportation systems for the Bay Area and has several [interagency committees](#) that work with many partners to manage a transportation network that ranges from sidewalks to regional rail, and that is owned and operated by dozens of government agencies.

ABAG Committees

MTC’s work is sometimes conducted jointly with ABAG. For example, ABAG’s [General Assembly](#) periodically receives updates on [Plan Bay Area](#), and the Legislation Committee

is a joint committee of ABAG and MTC. Additionally, ABAG’s Administrative Committee meets jointly with MTC’s Planning Committee to discuss and advance decisions on the long-range plan and other relevant topics.

- **[ABAG Administrative Committee](#)** — Studies recommendations assigned by the ABAG Executive Board (i.e., the executive director selection) and discuss joint efforts such as Plan Bay Area.
- **[Joint MTC-ABAG Legislation Committee](#)** — A joint committee of MTC and ABAG that oversees both agencies’ legislative advocacy priorities, including positions on state bills and budget requests.

Full information on ABAG’s policy committees is available at abag.ca.gov/about-abag/what-we-do/how-we-govern.

MTC ABAG Community Advisory Council

In March 2026, the MTC Policy Advisory Council and ABAG’s Regional Planning Committee merged into the new MTC ABAG Community Advisory Council. MTC and ABAG are committed to including the public in an open and transparent process of making housing and transportation decisions for the Bay Area. Made up of 27 residents with diverse perspectives, the Council advises MTC and ABAG on issues related to housing and land use, transportation and the environment.

The Council meets on the first Friday of each month, and its meetings are open to the public. To be notified about MTC ABAG Community Advisory Council meetings, contact the MTC Public Information Office at (415) 778-6747 or info@bayareametro.gov and request to be added to the Council’s distribution list.

Other Engagement Activities

Public Meetings and Events

Public meetings on specific issues or projects are held as needed. These meetings can range from large in-person open houses and community workshops to small group discussions or focus groups to webinars or online workshops. To solicit comments on various plans, projects and programs, MTC holds meetings online or throughout the nine-county San Francisco Bay Area. Meetings are located and scheduled to maximize public participation (including virtual, evening meetings, etc.). MTC provides [notice of upcoming](#)

[meetings and events on the MTC website](#). If appropriate, e-mail announcements and news releases are also sent to the public and local media outlets, respectively.

Public Hearings

Public hearings are sometimes required by law for certain policy decisions. Notice of these public hearings is placed on [MTC's website](#), and — when required by law — in the legal section of numerous newspapers in the region, including newspapers circulated in historically underserved communities of the Bay Area. Materials to be considered at public hearings are posted online and made available to interested persons upon request. To be notified when public hearings are scheduled, contact the MTC Public Information Office at (415) 778-6747 or info@bayareametro.gov and request to be added to the public hearing distribution list.

Online Engagement

Websites

MTC's website — mtc.ca.gov — is targeted to audiences ranging from transit riders to transportation professionals, elected officials and news media seeking information on particular programs, projects and public meetings. Updated daily, the site provides information about MTC's projects and programs, the agency's structure and governing body, and upcoming public meetings and workshops. It contains the names, e-mail addresses and phone numbers for staff and Commission members; all of MTC's current planning and funding documents; information about the MTC-ABAG Library and a link to the library catalog; as well as detailed facts about the region's travel patterns. It also includes important links to partner government agencies as well as to other MTC sites such as the Bay Area's 511.org, ClipperCard.com, and BayAreaFasTrak.org.

The Vital Signs website — vitalsigns.mtc.ca.gov — provides a wealth of data on Bay Area travel and commute patterns. Vital Signs tracks trends related to transportation, land and people, the economy, the environment and social equity. This data-driven website compiles dozens of indicators; each is presented with interactive visualizations that allow readers to explore historical trends, examine differences between cities and counties, and even compare the Bay Area with other peer metropolitan areas.

The ABAG website — abag.ca.gov — is targeted to local government staff and elected officials. The site provides information on ABAG's work, as well as the agency's structure

and governing body; upcoming public meetings and events; and technical assistance resources for local staff.

The Plan Bay Area website — planbayarea.org — is the central hub for information about the long-range plan, including key milestones, engagement opportunities and materials for public review. The site is targeted to all audiences interested in getting involved in the long-range plan development process.

Social Media Channels

MTC has a plethora of social media channels that help to engage the Bay Area’s nearly eight million residents.

MTC’s main social media channels

- Facebook, [MTCBATA](#)
- Instagram, [MTCBATA](#)
- <https://twitter.com/mtcbata> Bluesky, [MTCBATA](#)
- Threads, [MTCBATA](#)
- YouTube, [MTCBATA](#)
- TikTok, [MTCBATA](#)
- LinkedIn, [Metropolitan Transportation Commission](#)

Other MTC social media channels

- Clipper
 - Facebook, [BayAreaClipper](#)
 - Twitter, [@BayAreaClipper](#)
 - YouTube, [BayAreaClipper_Official](#), <https://www.youtube.com/@clipperonyourphone4742>
 - Instagram, [bayareaclipper_official](#)
 - Discord, [bayareaclipper_official](#) (alerts channel)
 - Reddit, [u/clippercard_official](#) & subreddit [r/bayareaclippercard](#)
- FasTrak®
 - Facebook, [BayAreaFasTrak](#)
 - Twitter, [@fastrakbayarea](#)
 - Vimeo, [bayareafastrak](#)
- 511
 - Facebook, [511SFBay](#)
 - Instagram, [511sfbay](#)
 - Twitter, [@511SFBay](#)
 - Bluesky, [511SFBay](#)

Bay Link Blog

The Bay Link blog is a source for news and insights from MTC and ABAG. The blog compiles news headlines about transportation, housing, the environment and the economy from around the Bay Area and shares original content about MTC's and ABAG's work. The blog is available at: blog.bayareametro.gov.

e-News

MTC maintains several distribution lists used to send out announcements, e-newsletters, meeting agendas, project updates, and much more. To sign up to receive updates from MTC, visit mtc.ca.gov/about-mtc/public-participation/get-involved. To be added to the distribution lists of MTC committees, contact the MTC Public Information Office at info@bayareametro.gov or (415) 778-6757 and request to be added to the individual committee distribution list.

As required by state statute, Plan Bay Area and BAHFA offer a simple way for the public to register to receive updates. Plan Bay Area has an e-newsletter that is sent periodically, delivering project updates and announcements during the plan development process. To sign up to receive Plan Bay Area updates, visit planbayarea.org/get-involved/mailling-list.

BAHFA also has a simple way to sign up for updates, including news on their projects and engagement opportunities. To sign up to receive BAHFA updates, visit abag.ca.gov/our-work/housing/bahfa-bay-area-housing-finance-authority.

Public Information Office

MTC's commitment to public participation includes staff dedicated to involving the public in our work. In addition to the components of MTC's public outreach program detailed in this plan, public information staff can:

- request translation services or ADA accommodations for members of the public who speak languages other than English or are visually- or hearing-impaired.
- help and make available to the public any item on its websites (including meeting notices, agendas, meeting materials, etc.) when a person does not have Internet access.
- work with interested organizations to arrange for staff and/or Commissioners to make presentations to community groups.
- respond to inquiries from the public and media received by:

- Telephone: (415) 778-6757
- Mail: 375 Beale Street, Suite 800, San Francisco, CA 94105
- E-mail: info@bayareametro.gov

Multilingual Phone Lines

Members of the public can reach public information staff in various languages:

- English: (415) 778-6757
- Chinese: (415) 778-6689
- Spanish: (415) 778-6656

Plan Bay Area Comment Line

Plan Bay Area has a dedicated listening line that allows members of the public to participate in the plan update process via phone. Participants can record their comments to be entered into the official record. Callers can leave Plan Bay Area-related comments in English, Cantonese, Mandarin and Spanish by calling (415) 778-2292.

Library

The [MTC-ABAG Library](#) provides access to both a digital and physical collection of materials on transportation planning, housing, demographics, economic trends, public policy issues and more. The library, located at 375 Beale Street, offers a collection of publications from MTC and ABAG, as well as research on current topics, historical documents from transit agencies and local governments, and more.

The digital collection can be accessed [through the library catalog](#), and the physical collection can be accessed by making an appointment to visit the library. Call or email our American Library Association-accredited librarian for reference assistance or to make an appointment to visit the library's physical collection at (415) 778-5236 or library@bayareametro.gov. MTC also offers a searchable, complete digital archive of reports, plans and more at mtc.ca.gov/digital-library.

Chapter 4 — Engagement Techniques

MTC uses various techniques to engage the public. A menu of the participation methods we employ is outlined below and includes traditional approaches as well as opportunities to engage virtually. These techniques are informed by outreach we conducted in advance of updating this plan.

Traditional Methods

- Conduct meetings, workshops and open houses at varied times of day, including evening/weekend meetings, to encourage participation.
- Present to existing groups and organizations, co-host events with community groups, business associations, etc.
- Participate in community events.
- Contract with community-based organizations in Equity Priority Communities for focused outreach.
- Use “pop-up” workshops/meetings in public gathering places. These are on-the-spot meetings or workshops held in locations where the public is already gathered.
- Organize small-group discussions such as focus groups with participants recruited randomly from telephone polls or recruited by stakeholder interest groups.
- Sponsor a topical forum or summit with partner agencies, the media or other community organizations.
- Host question-and-answer sessions with planners and policy board members.

Virtual Engagement

- Virtual workshops/open houses hosted via online meeting platforms like Zoom.
- Provide remote access to meetings by webcasting meetings via Facebook, YouTube, websites, etc.
- Host telephone town halls or online webinars.
- Provide asynchronous opportunities for participating (e.g., webinar recordings with online comment forms, interactive games, etc.).
- Online interactive surveys, polls.

- Use social media and paid digital promotion to reach a larger audience.
- Post video recordings of past public meetings/workshops.
- Post written or display materials from in-person meetings online.
- Encourage interaction among participants via web (e.g., online discussion boards, etc.).
- Provide access to planning data (such as maps, charts, background on travel models, forecasts, census data, research reports, etc.).
- Post information online in advance of public meetings.

Visualization Techniques

- Maps
- Charts, illustrations, photographs
- Table-top displays and models
- Electronic voting at workshops
- PowerPoint slide shows
- Videos (traditional, animated, simulation)

Polls and Surveys

- Statistically valid telephone polls Electronic surveys via web and SMS-based (text) surveys
- Intercept interviews/surveys where people congregate, such as at transit hubs.
- Printed surveys distributed at meetings, transit hubs, on-board transit vehicles, etc.

Online and Printed Materials

- User-friendly, accessible documents (including use of executive summaries)
- Review of publications to ensure use of plain language
- Postcards, mailers, etc.
- Maps, charts, photographs and other visual means of displaying information
- Use of the Bay Link blog to share important or complex information in an accessible manner

Targeted Mailings/Flyers

- Work with community-based organizations to distribute flyers/information via their channels.
- Periodic e-newsletters, e-announcements, etc.
- E-mail to targeted distribution lists
- Distribute “Take One” flyers to key community organizations
- Place notices on board transit vehicles and at transit hubs

Local Media

- Issue news/press releases
- Invite reporters to news briefings.
- Conduct media roundtables to educate reporters on complex topics.
- Meet with editorial staff.
- Submit opinion pieces/commentaries to local news media.
- Purchase display ads.
- Negotiate inserts into local printed media.
- Visit ethnic media outlets to encourage use of MTC/ABAG news releases.
- Place speakers on radio/TV talk shows.
- Public Service Announcements on radio and TV.
- Develop content for public access/cable television programming.
- Develop civic journalism partnerships.

Notification of Meetings and Events

- Maintain an updated Meeting & Events online calendar.
- Post meeting and events announcements on websites.
- Use paid digital promotion to promote events and meetings.
- Use of the Bay Link blog to promote events and meetings.
- Distribute e-mail blasts to share important announcements, project updates, etc.
- Disseminate information through partnerships with local government, transit operators and community-based and interest organizations.
- Distribute periodic e-newsletters.

- Disseminate information via social media channels.
- Disseminate information via local media.

Techniques for Involving Low-Literacy Populations

- Use plain language in all materials and presentations.
- Train staff to be alert to and anticipate the needs of low-literacy participants in meetings, workshops, etc.
- Robust use of visualization techniques to communicate about complex topics, including maps and/or graphics to illustrate trends, choices being debated, etc.
- Personal interviews or use of audio recording to obtain oral comments.
- Use of a listening line for participants to submit audio comments via phone.

Techniques for Involving Communities with Low Income and Communities of Color

- Presentations and discussions with the MTC ABAG Community Advisory Council.
- Paid partnerships with community-based organizations that are trusted by the relevant communities with whom we are trying to engage to co-host meetings and remove barriers to participation by offering assistance, such as childcare, meals, translation services, etc.
- Distribute “Take One” flyers on transit vehicles and at transit hubs.
- Outreach in the community (such as pop-up meetings at flea markets, libraries, health centers, etc.).
- Use of community and ethnic media outlets to announce participation opportunities.
- Paid informational stories in ethnic media.

Techniques for Involving Limited-English Proficient Populations

See also MTC’s Final Revised Plan for Special Language Services to Limited English Proficient (LEP) Populations, which can be found in English, Spanish and Chinese on MTC’s website at mtc.ca.gov/about-mtc/public-participation/language-assistance.

- Conduct meetings entirely in languages other than English (e.g., Spanish, Chinese).
- Train staff to be alert to, and to anticipate the needs of participants who speak languages other than English at meetings and workshops.
- Personal interviews or use of video/audio recording to obtain oral comments in languages other than English.
- Use of social media channels used by persons who speak languages other than English.
- Translated documents and web content on key initiatives.
- Translated materials; have translators available at meetings, upon request.
- Include information on meeting notices about how to request translation assistance.
- Translated vital news releases and outreach to non-English media, such as radio, television, newspapers and social media.
- When conducting statistically valid polls, surveys or focus groups, offer the information in other languages.
- Follow the guidance in the MTC [language assistance plan](#).

Techniques for Involving Native American Tribes

- Send tribal governments and relevant tribal representatives, organizations or groups timely and adequate public notices and announcements.
- Connect with tribal governments and establish an expected level of communication.
- Actively seek tribal government input on MTC projects and programs through direct contact with Chairpersons and/or tribal representatives, as appropriate.
- Respond to all tribal government comments.
- Respond to all consultation requests from tribes.
- Intentionally create engagement opportunities for tribes to be involved in the regional planning process.

Techniques for Reporting on Impact

- Present/share information on what was heard with decision-makers.
- Report how public input influenced the process to decision-makers.
- Summarize key themes of public comments in staff reports to policy committees.

- Notify participants when reporting how public input influenced the process and/or when sharing information on what was heard.
- Use e-newsletter articles to report back to participants.
- Post comments, key themes and/or how feedback influenced the process online.



Chapter 5 — Partners

MTC aims to meaningfully engage those affected by its policies, actions and decisions and to tailor engagement efforts to each project and its respective audience.

Below is a sample list of partners MTC strives to engage in its work as required by federal and state law:

- affected public agencies
- affordable housing advocates and organizations
- airport operations
- bicycle and pedestrian advocacy organizations
- broad-based business organizations
- chambers of commerce
- city managers
- commercial property interests
- communities with low incomes
- community development agencies and organizations
- community-based organizations
- county transportation agencies
- economic development agencies
- educational community and institutions
- elderly and retired persons
- elected officials
- environmental advocates
- environmental protection agencies
- Equity Priority Communities
- federal agencies
- federal land management agencies
- freight shippers
- general public
- health and wellness representatives
- home builder representatives

- homeowner associations
- landowners
- individuals with limited English proficiency
- local government staff
- local planning departments
- natural disaster risk reduction agencies/organizations
- neighborhood and community groups
- neighborhood councils
- organizations serving rural area residents
- parent organizations
- persons with disabilities
- private providers of transportation
- private sector
- providers of freight transportation services
- public agencies
- public health and wellness representatives
- public ports
- public sector
- regional government agencies
- renter/tenant advocacy organizations
- representatives of public transportation employees
- representatives of the disabled
- representatives of users of pedestrian walkways and bicycle transportation facilities
- representatives of users of public transit
- state agencies
- students and youth
- tourism interests
- transit agencies
- transportation and transit advocates
- transportation commissions
- tribal governments and Indigenous communities

Chapter 6 — Tribal Government Consultation and Engagement with Native American Tribes

MTC acknowledges that the land that makes up the nine-county San Francisco Bay Area has been home to diverse groups of Indigenous peoples with unique cultures and deeply rooted relationships to the land for over 10,000 years. MTC acknowledges these diverse groups of Indigenous peoples as the traditional caretakers of the land that makes up the Bay Area. We honor their connection to the land and the deep respect they hold for this region.

MTC is committed to furthering meaningful partnerships with the tribes of this region and consulting with tribal governments prior to making decisions, taking actions, or implementing programs that may impact their communities. MTC’s work strives to ensure programs and activities avoid or minimize adverse impacts to cultural and other important tribal resources.

Federally Recognized Tribes

There are six federally recognized Native American tribes in the San Francisco Bay Area:

- Cloverdale Rancheria of Pomo Indians
- Dry Creek Rancheria Band of Pomo Indians
- The Federated Indians of Graton Rancheria
- Kashia Band of Pomo Indians of the Stewarts Point Rancheria
- Koi Nation of Northern California
- Lytton Rancheria Band of Pomo Indians

MTC is committed to consulting with the region’s tribal governments in our major plans and in projects of priority to tribes. Furthermore, MTC routinely invites and encourages the tribes to request formal government-to-government consultation at any time and on any project, program, action or decision. When requested, MTC commissioners and executive staff will participate in government-to-government consultation with tribal governments

and will conduct consultation and/or engagement activities in locations convenient for tribal governments.

The groundwork for engagement and consultation with our region’s tribal governments occurs early in an engagement process and is conducted according to tribal preference. MTC staff is committed to working with tribal leaders and their representatives to co-create engagement activities and present topics of interest to the tribes. Additionally, MTC commits to conducting individual meetings and government-to-government consultation with each tribe, upon request.

California Native American Tribes

It is important to note that there are many other tribes with connections to the lands that make up the nine-county San Francisco Bay Area, including tribes that are not recognized by the federal government. MTC recognizes these tribes as important stakeholders in the regional planning process that also are affected by MTC’s work and decisions. As such, MTC is committed to building relationships with and engaging the many tribes connected to our region, including:

- Amah Mutsun Tribal Band
- Amah Mutsun Tribal Band of Mission San Juan Bautista
- Big Valley Rancheria/Big Valley Band of Pomo Indians
- Cachil Dehe Band of Wintun Indians of the Colusa Indian Community
- Chicken Ranch Rancheria Me-Wuk Indians of California
- Coastanoan Rumsen Carmel Tribe
- Coyote Valley Band of Pomo Indians
- Guidiville Indian Rancheria
- Indian Canyon Mutsun Band of Costanoan
- Lone Band of Miwok Indians
- Kletsel Dehe Wintun Nation of the Cortina Rancheria
- Middletown Rancheria of Pomo Indians
- Mishewal-Wappo Tribe of Alexander Valley
- Muwekma Ohlone Indian Tribe of the San Francisco Bay Area
- Nashville Enterprise Miwok-Maidu-Nishinam Tribe
- Northern Valley Yokuts Tribe
- Pinoleville Pomo Nation

- Potter Valley Tribe
- Redwood Valley Rancheria
- Robinson Rancheria of Pomo Indians Rumsen Am:a Tur:ataj Ohlone
- Scotts Valley Band of Pomo Indians
- Tamien Nation
- The Confederated Villages of Lisjan
- The Ohlone Indian Tribe
- Torres Martinez Desert Cahuilla Indians
- Tule River Indian Tribe
- United Auburn Indian Community of the Auburn Rancheria
- Wuksache Indian Tribe/Eshom Valley Band
- Wilton Rancheria
- Yocha Dehe Wintun Nation

Furthermore, MTC provides written notification to all tribes in the region, including federally recognized tribes and all California Native American tribes on the Native American Heritage Commission list with tribal cultural resources in the Bay Area, about the opportunity for engagement in the long-range regional plan update process, as required by Assembly Bill 52.

Plan Bay Area 2060, TIP and OWP Engagement

For Plan Bay Area 2060, the next update to the region’s long-range plan, the 2027 TIP and the OWP, staff will intentionally build on the relationships developed and the lessons learned over the course of the Plan Bay Area 2050+ development process. Tribes will be engaged in these efforts through early notification, opportunities for consultation, and clear opportunities to provide comment.

Staff will begin with early and direct outreach to each tribe, including the region’s six federally recognized tribes and the 31 California tribes with cultural affiliations to the region. This means confirming preferred points of contact and how each tribe wants to communicate and engage with MTC. Engagement will not be limited to formal comment periods. The tribes will be invited to participate early and stay engaged throughout the

development of these important documents, and the opportunity for government-to-government consultation will remain an open invitation to all tribes.

Staff also will focus on ensuring tribal input informs outcomes, not just process. Tribal feedback will help inform staff’s understanding of culturally sensitive areas, ancestral lands and stewardship priorities, and how those considerations can be incorporated into the long-range planning process. The input will be documented and reflected in staff analysis and policy discussions, and when something cannot be incorporated directly, staff will be transparent about how feedback was considered.

MTC’s goal is to continue strengthening relationships with the tribes, so tribal perspectives meaningfully inform regional planning and investment decisions.



Chapter 7 — Revising the Public Participation Plan

MTC’s public participation plan is not a static document, but rather an ongoing strategy that is periodically reviewed and updated to reflect changing circumstances and current best practices. Additionally, as part of every public engagement program developed for Plan Bay Area, MTC sets performance measures to gauge the effectiveness of the engagement program. This evaluation serves to inform and improve future engagement programs, including future updates to this public participation plan.

Furthermore, this PPP may be subject to minor changes from time to time. Minor changes will be noticed and posted on the MTC website. For major updates, the PPP will be released for public review and comment for a period of 45 days, as required by federal regulations, and also will include review by the MTC ABAG Community Advisory Council, the Joint MTC ABAG Legislation Committee and approval by the Commission. MTC will extend the public comment period by an additional 45 days in instances where major revisions are proposed in response to comments heard.



Appendix A.

Public Participation Plan Statutory Requirements

DRAFT

June 2026

Public Participation Plan — Statutory Requirements

MTC’s Public Participation Plan is developed and updated in accordance with guidelines established by federal laws and regulations and state statutes (listed below) that affect the work of metropolitan planning organizations like MTC.

Federal Requirements

- **Federal Metropolitan Planning Law and Regulations**, 23 USC 134 et seq. and 23 CFR Part 450 et seq.
- **Infrastructure Investment and Jobs Act (IIJA)**, Public Law as passed by Congress and signed by President Joseph R. Biden, Jr. on November 15, 2021.
- **Federal Clean Air Act of 1970**, 42 USC 85 and 40 CFR Parts 50-99.
- **Title VI of the Civil Rights Act of 1964**, prohibits discrimination on the basis of race, color or national origin in carrying out planning and programming activities.
- **Americans with Disabilities Act of 1990**, 42 USC 126 and 49 CFR 27.19.
- **Executive Order 12372 — Intergovernmental Review of Federal Programs**, signed July 14, 1982 by President Ronald Reagan.
- **DOT Title VI Order (DOT Order 1000.12C)**, explicitly ties community participation plans to Title VI compliance, especially for federally funded programs.

State Requirements

- **Assembly Bill 52**, enacted in 2012, amended CEQA to create a separate category for cultural resources and established a notification and consultation process with affected Tribes.
- **Senate Bill 375**, enacted in 2008, requires ABAG and MTC to jointly develop a Sustainable Communities Strategy as part of the Regional Transportation Plan.
- **California Environmental Quality Act (CEQA)**, passed in 1970, requires public agencies and local governments to evaluate and disclose the environmental impacts

of projects or other major land use decisions, and to limit or avoid those impacts to the extent feasible.

- **California Public Records Act**, adopted in 1968, requires disclosure of records to the public upon request unless otherwise exempt.
- **Ralph M. Brown Act**, passed in 1953, guarantees the public's right to attend and participate in meetings of local legislative bodies.

Appendix B.

Public Participation

Procedures for the Regional
Transportation Plan and the
Transportation Improvement
Program

DRAFT

June 2026

This appendix fulfills the requirements under 23 CFR Part 450.

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Public Participation Procedures for the Regional Transportation Plan and the Transportation Improvement Program

The long-range regional transportation plan looks at least 20 years into the future and charts the course for the nine-county San Francisco Bay Area, connecting the dots between transportation, housing and environmental resilience. The current plan, known as Plan Bay Area 2050+, serves as both the federally required Regional Transportation Plan (RTP) and the region’s Sustainable Communities Strategy (SCS), which is required by state law. Plan Bay Area 2050+ identifies a path to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges through 35 long-range strategies complemented by 65 near-term implementation actions.

The Transportation Improvement Program (TIP) is the region’s four-year, near-term transportation investment list — it includes the projects and programs the region expects to fund and deliver in the next few years. The TIP implements the priorities of the RTP, and it includes projects and programs with federal transportation funds and other major projects of regional significance. By law, the TIP must be financially realistic — it can only include projects when funding is reasonably expected to be available. The TIP also must meet federal air quality requirements and show how investments help achieve regional performance goals, such as safety and system reliability.

Federal regulations require MTC to engage in a planning process that creates opportunities for public involvement, participation and consultation throughout the development of the RTP and the TIP. Appendix B outlines how to get involved in the development of these two important regional documents.

Public Participation in the RTP and TIP

Because of its comprehensive, long-term vision, the long-range regional plan, which includes the RTP, provides the earliest and best opportunity for interested persons and public agencies to influence MTC’s policy and investment priorities for the Bay Area. It is

during the development of Plan Bay Area that important policy and investment priorities are established, and broad, regional policy decisions are made.

Another opportunity for public participation, but further along in the process, is the TIP, which is a programming document that identifies funding only for those programs and projects that are already included in the RTP and have secured at least partial funding. A mid-point between the RTP and TIP is the project selection process. Interested residents can become versed in how a transportation project moves from an idea to implementation with the TIP Fact Sheet that is available on MTC's website:

mtc.ca.gov/funding/transportation-improvement-program-tip.

An easy way to get involved in the development of Plan Bay Area and the TIP is to sign up to receive updates from MTC: mtc.ca.gov/about-mtc/public-participation/get-involved. MTC also has a dedicated mailing list for Plan Bay Area available at planbayarea.org/get-involved/mailling-list. To receive updates about the TIP, contact MTC's Public Information Office at info@bayareametro.gov or (415) 778-6757 and request to be added to the TIP email distribution list.

A. Regional Transportation Plan

The long-range Regional Transportation Plan (RTP) explains how transportation in the Bay Area will be planned and improved over the next 20 years or more. It lays out the region's main goals and priorities for transportation, including which projects and policies should come first. The plan also explains how much money the region expects to have and how that funding should be spent to meet the most important transportation needs. Federal law requires the RTP to be updated at least every four years, so it reflects current priorities, realities and estimates of future transportation funding and transportation needs.

Under California Senate Bill 375 (Steinberg, Chapter 728, Statutes of 2008) the RTP must include a Sustainable Communities Strategy (SCS) for achieving a state-mandated target for reducing per-capita greenhouse gas (GHG) emissions from cars and light trucks and identify specific areas in the nine-county Bay Area to accommodate all the region's projected population growth, including all income groups, for at least the next 25 years. The law requires MTC and ABAG to jointly develop the SCS to integrate planning for growth and housing with transportation. These two statutory planning requirements are fulfilled as part of the broader regional plan, known as Plan Bay Area. The current plan, adopted in March 2026, is called Plan Bay Area 2050+ (planbayarea.org/finalplan). The next major

update of the RTP/SCS will be known as Plan Bay Area 2060. SB 375 calls for a separate Public Participation Plan for development of the Regional Transportation Plan and the Sustainable Communities Strategy, and therefore Appendix C of this Public Participation Plan describes the Public Participation Plan for Plan Bay Area 2060.

MTC prepares several technical companion documents for Plan Bay Area updates. These include transportation air quality conformity analyses (to ensure clean air mandates are met) per federal Clean Air Act requirements, among others. If state law requires it, a program-level Environmental Impact Report (EIR) would also be prepared. Certain revisions or updates to Plan Bay Area may warrant a revision or update to these technical documents. The process for preparing and conducting interagency consultation on the conformity analysis is described in MTC Resolution No. 3757, Revised.

MTC also prepares an equity analysis of Plan Bay Area to determine whether historically underserved populations in the Bay Area share equitably in the benefits of the long-range regional plan without bearing a disproportionate share of the burdens. As an assessment of the region's long-range transportation investments, this analysis is conducted at a regional, program-level scale. This assessment of the long-range plan is intended to satisfy federal requirements under Title VI of the Civil Rights Act. For each update of Plan Bay Area, Appendix C will provide more information on how the equity analysis will be conducted throughout that update of the RTP.

Updating and Revising the Regional Transportation Plan

An update of an existing RTP/SCS (Plan Bay Area) is required at least every four years, and MTC alternates between major (more comprehensive) and minor (more limited and focused) updates from cycle to cycle.

Major and Minor Updates

Plan Bay Area updates include extensive public consultation and engagement involving thousands of Bay Area residents; local and partner agency officials and staff; private sector stakeholders; community-based and advocacy organizations; and other interested party over many months. The MTC ABAG Community Advisory Council (see Chapter 3 of the Draft 2026 Public Participation Plan for more information on the Council) also plays a key role in providing feedback on the strategies contained in the plan, which are public policies and investments that can be implemented in the Bay Area at the city, county, regional or state level. Local and Tribal governments, transit operators, and other federal, state and regional agencies also actively participate in the development of the Plan Bay Area update via existing and ad hoc forums.

For each Plan Bay Area update, MTC will prepare a multi-faceted public outreach and engagement program to ensure that all those with a stake in the outcome are actively involved in its preparation. See Appendix C for specific information on public engagement for Plan Bay Area 2060, the next update to the long-range regional plan (RTP/SCS) that is slated to be completed by 2030.

Public Participation Process for a Plan Bay Area Update (Major and Minor Updates)

- 1.** Prepare and release a public participation plan for a 45-day comment period and notify the public about opportunities to comment.
- 2.** Review public participation plan with the public and advisory groups and adopt updated plan.
- 3.** Implement public outreach and engagement program, which may include:
 - A. Numerous targeted in-person and/or virtual workshops/meetings with local governments, partner agencies, advisory groups (including MTC's Policy Advisory Council), and the general public.
 - B. Opportunities to participate online and/or by phone, such as web- and text-based surveys, webinars, statistically valid telephone poll, etc.
 - C. Posting plan-related documents to the web for public review and comment.
 - D. Making documents available for viewing by appointment at the MTC-ABAG library.
- 4.** Notify the public of opportunities to participate in the plan development process using e-mail announcements and newsletters, mailers, press releases, web postings, MTC's social media channels, etc.
- 5.** Conduct intergovernmental consultation, as required and as appropriate.
- 6.** Conduct interagency consultation, as appropriate, based on Air Quality Conformity Protocol (MTC Resolution No. 3757, Revised).
- 7.** Post draft plan to the Plan Bay Area website and release for public review:
 - A. Hold public hearing(s) as required by law.
 - B. Make all relevant update documents available for viewing by appointment at the MTC-ABAG library.
 - C. Respond to comments.
 - D. Provide an additional review and comment opportunity if the final Plan Bay Area differs significantly from the draft plan and raises new material issues.
- 8.** Adoption by the Commission and ABAG Executive Board at public meetings of each body.
- 9.** Post final Plan Bay Area Update to the planbayarea.org website.
- 10.** Notify the public about the Commission and ABAG Executive Board action via electronic mailings.

Other Plan Revisions

Plan Bay Area also may be revised in between updates under certain circumstances, as described below:

Plan Bay Area (RTP/SCS) Amendment

An amendment is a major revision to the long-range regional plan. An amendment may be needed for sizable changes to land use (e.g., new master-planned communities) or for changes to a transportation project that affect how the project is described or assumed to operate in the plan, and thereby evaluated under federal transportation-air quality conformity requirements. Examples may include adding or deleting a transportation project; changes to project timing (e.g., when the expected opening day of operation changes from short-term to long-term or vice versa); and/or changes to a project's design concept and scope (e.g., changing type, location, length, capacity or major operating features of the project). Changes to transportation projects that are included in the RTP only for illustrative purposes (such as in a potential financially unconstrained "vision" element) do not require an amendment.

An amendment requires public review and comment, demonstration that the project can be completed based on expected funding, and/or a finding that the change is consistent with federal transportation air quality conformity requirements. Amendments that require an update to the transportation-air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757, Revised.

Public Participation Process for a Plan Bay Area Amendment

- 1.** Release proposed amendment for a 30-day public review period:
 - A. Notify the public of opportunities to participate using e-mail announcements/newsletters, mailers, press releases, web postings and/or MTC's social media channels.
 - B. Post amendment on the Plan Bay Area website for public review.
 - C. Make amendment available for viewing by appointment at the MTC-ABAG library.
- 2.** Plan Bay Area Amendment reviewed at a public meeting of the Joint MTC Planning Committee with the ABAG Administrative Committee.
- 3.** Approval by the Commission and ABAG Executive Board at public meetings.
- 4.** Post approved Plan Bay Area Amendment on the Plan Bay Area website.

5. Notify the public about the Commission and ABAG Executive Board action via electronic mailings.

Plan Bay Area (RTP/SCS) Administrative Modification

This is a minor revision to the long-range regional plan for changes that do not affect the regional transportation-air quality conformity analysis. These may include minor changes to how a transportation project is described in the plan, as well as changes to project costs or timing. An administrative modification (also referred to as an “admin mod”) does not require public review and comment, demonstration that the transportation project can be completed based on expected funding, nor a finding that the change is consistent with federal transportation conformity requirements. As with a Plan Bay Area amendment, changes to transportation projects that are included in an RTP’s potential financially unconstrained “vision” element may be changed without going through this process.

Public Participation Process for a Plan Bay Area Administrative Modification

1. No formal public review
2. Approval by MTC Executive Director
3. Plan Bay Area Administrative Modification posted on the Plan Bay Area website following approval

Other Federal and State Requirements

Countywide Transportation Plans

Bay Area counties are authorized by state law to develop Countywide Transportation Plans (CTP) on a voluntary basis approximately once every four years. MTC; however, is required to develop guidelines for the development of CTPs by the County Transportation Agencies (CTAs). The intent of these guidelines is to achieve compatibility between CTPs and the RTP through a common planning framework, even though the plans differ in scope.

CTPs assess transportation needs and guide transportation priorities and funding decisions for a county over a 25- to 30-year horizon. These countywide plans inform the transportation projects, programs and strategies that may be forwarded to MTC for potential inclusion in the RTP. Information on the CTP process is available here:

mtc.ca.gov/planning/long-range-planning/countywide-transportation-plans.

Congestion Management Process

Under federal regulations, MTC is required to [carry out a congestion management process \(CMP\) for the Bay Area](#) that provides, “accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs.”

State congestion management legislation establishes a similar county-level process by requiring each urbanized county to prepare a congestion management program on a two-year cycle. Like the federal CMP, countywide congestion management programs monitor transportation system performance, identify strategies to address congestion, support multimodal solutions, and help integrate transportation and land use planning. These countywide programs inform local planning efforts, such as CTPs, and help identify projects, programs and strategies for consideration in the RTP.

Generally, MTC’s Planning Committee adopts guidelines every two years to guide the preparation of countywide congestion management programs and promote consistency with the adopted RTP. Those interested in this planning effort may obtain copies of the relevant memoranda via MTC’s website, or by requesting to be added to the Planning Committee’s mailing list at info@bayareametro.gov.

Other Local Planning

In addition to CTPs and countywide congestion management programs, other local and county-level planning efforts inform MTC's decisions on program and investment priorities, including the RTP. These efforts may include county corridor studies, sales tax investment plans, modal plans, among others. Together, they provide additional information on transportation conditions, needs and community priorities.

B. Transportation Improvement Program

The Transportation Improvement Program (TIP) helps implement the region’s policy and investment priorities and adopted by MTC in Plan Bay Area. The TIP covers at least a four-year timeframe, and all projects included in the TIP must be consistent with Plan Bay Area. The TIP is a comprehensive listing of Bay Area surface transportation projects — including transit, highway, local roadway, bicycle and pedestrian investments — that:

- receive federal surface transportation funding, or
- are subject to a federally required action, or
- are regionally significant, for federal air quality conformity purposes.

The TIP does not contain all funds, projects or programs identified in Plan Bay Area. In fact, the *majority* of revenues identified in the plan are never included in the TIP. These include local and state funds used to operate and maintain the transportation network that do not meet the criteria listed above. The TIP itself does not *implement* the plan, but rather is a subset of projects that contribute to the achievement of the plan’s goals.

The TIP includes a financial plan that demonstrates there are sufficient revenues to ensure that the funds committed (or “programmed”) to the projects are in fact available to implement the projects or project phases. Adoption of the TIP also requires a finding of conformity with federal air quality standards.

Individual project listings may be viewed through MTC’s web-based TIP database, which can be accessed at <https://mtc.ca.gov/funding/transportation-improvement-program-tip><https://fms.bayareametro.gov/search>. As part of MTC’s commitment to public engagement, many projects in the TIP are mapped to present a visual location of the project. Individuals without access to the internet may view a printed copy of the project listings in the MTC-ABAG library by scheduling an appointment by calling (415) 778-5236 or emailing library@bayareametro.gov.

In addition to a Transportation Improvement Program that is accessible online at mtc.ca.gov/funding/transportation-improvement-program-tip, MTC maintains a subscription-based e-mail distribution list to inform interested individuals, transportation officials and staff of changes and actions related to the TIP. Through this list, individuals may be alerted regarding the development and approval of a new TIP a TIP update or notice and approval of TIP amendments. These notifications facilitate public review and comments as well as coordination with transportation and other public agencies. Sign up for the service by contacting MTC at info@bayareametro.gov.

To further assist in the public assessment of the TIP, and specifically to analyze the equity implications of the proposed TIP investments, MTC conducts an analysis for the TIP with a focus on specific populations, including historically disadvantaged and low-income communities.

Updating and Revising the TIP

Federal regulations require that the TIP be updated at least once every four years. State statute requires that the TIP be updated every two years. MTC may update the TIP between scheduled updates, such as to add a new project. MTC will consider such an update when the circumstances prompting the change are compelling. The change must be financially

feasible, consistent with Plan Bay Area and be consistent with (“conform to”) the federal air quality plan known as the State Implementation Plan (SIP).

In addition to a TIP update, the TIP is regularly revised through amendments, administrative modifications, or technical corrections. The criteria for administrative modifications and amendments are defined in federal regulations, specifically Title 23, CFR part 450.104.

The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and California Department of Transportation (Caltrans) have developed amendment and administrative modification procedures for the TIP. These procedures are posted online at: mtc.ca.gov/sites/default/files/TIP_Revision_Procedures.pdf. Further explanation about TIP updates and how different types of revisions are processed are described below.

TIP Update

This is a complete update of the existing TIP to reflect new or revised transportation investment strategies and priorities. State law requires a TIP update more frequently than the federally required four-year update cycle, for which MTC may perform a limited and less robust update and outreach effort by simply updating project information using prior TIP reports, analysis and methodologies. In such circumstances, significant modification of analytical approaches and additional features to the TIP will be made on the federal four-year update cycle, and more in-line with the four-year update cycle of Plan Bay Area. **It is important to note that because all projects included in the TIP are consistent with Plan Bay Area (RTP/SCS), MTC’s extensive public outreach for development of Plan Bay Area is reflected in the TIP as well.** The TIP supports implementation, in the short-term, of the financially constrained element of Plan Bay Area and is responsive to comments received during the development of Plan Bay Area. TIP updates will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757, Revised.

TIP Amendment

This is a revision that involves a significant change to the TIP, such as the addition or deletion of a project; a significant change in project cost or schedule; or a change in project scope (e.g., changing project termini or the number of through traffic lanes). An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, and may require an air quality conformity determination. Amendments requiring a transportation air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757, Revised.

TIP Administrative Modification

An administrative modification includes minor changes to a project's costs or to the cost of a project phase; minor changes to funding sources of previously included projects; and minor changes to the initiation date of a project or project phase. An administrative modification does not require public review and comment, re-demonstration of fiscal constraint or a conformity determination.

TIP Technical Correction

Technical corrections may be made by MTC staff as necessary. Such corrections are not subject to an administrative modification or an amendment, and may include: changes to information and projects that are included only for illustrative purposes; changes to information outside of the TIP period; changes to information not required to be included in the TIP per federal regulations; use of toll credits; identification of Advance Construction (AC) or conversion of AC for funds already in the TIP; changes to the informational expanded project description, if such change does not change the TIP-required project description; changes to funding in prior years (if outside the TIP period); changes to a project phase following federal authorization to proceed for that phase of work; or changes to correct simple errors or omissions including data entry errors. By definition, these technical corrections do not significantly impact the cost, scope or schedule within the TIP period. Accordingly, they are not subject to a public review and comment process, re-demonstration of fiscal constraint or a conformity determination.

Public Participation Process for Updating and Revising the Transportation Improvement Program

Update	Amendment	Administrative Modification	Technical Correction
<ol style="list-style-type: none"> 1. Leverage input received during the development of Plan Bay Area 2. Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups of opportunities to participate using e-mail notifications/ announcements and/or e-newsletters 3. Conduct intergovernmental review and consultation, as appropriate 4. Release Draft TIP for public review and comment as required by the air quality conformity consultation process¹: <ol style="list-style-type: none"> A. Post on MTC’s website B. Make available for viewing by appointment at the MTC-ABAG library 5. Respond to significant material comments pertinent to the TIP; include MTC’s response in an appendix in the final TIP 6. Provide additional review and comment opportunity of five days if the final TIP differs significantly from the Draft TIP and raises new material issues 7. Review by MTC’s Programming & Allocations Committee at a public meeting; refer to Commission for final adoption 8. Adoption by the Commission at a public meeting 9. Approval by Caltrans 10. Approval by FHWA and FTA 	<ol style="list-style-type: none"> 1. Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups of opportunities to participate using e-mail notifications/ announcements and/or e-newsletters 2. Post on MTC’s website for public review and make available for viewing by appointment at the MTC-ABAG library <ul style="list-style-type: none"> → Amendments deleting, adding and/or changing a project subject to a new air quality conformity analysis: <ol style="list-style-type: none"> A. Public review and comment period, as required by the air quality conformity consultation process B. Review by an MTC committee at a public meeting C. Approval by the Commission at a public meeting → Amendments deleting or adding a project not subject to an air quality conformity analysis (such as a roadway rehabilitation): <ol style="list-style-type: none"> A. Review and approval by an MTC committee or the Commission at a public meeting → Amendments changing an existing project that is not subject to an air quality conformity analysis; or changing an existing grouped project listing (such as the highway bridge program); or bringing a previously listed project or phase back into the TIP for financial purposes; or changing TIP funding revenues: <ol style="list-style-type: none"> A. Approval by the MTC Executive Director or designee, following a 5-day notice on MTC’s website; or B. Review and approval by an MTC committee or the full Commission at a public meeting 3. Approval by Caltrans 4. Approval by FHWA and FTA 	<ol style="list-style-type: none"> 1. No public review 2. Approval by MTC Executive Director or designee by delegated authority (authority is delegated by the Federal Highway Administration/Federal Transit Administration), or Caltrans 	<ol style="list-style-type: none"> 1. No public review 2. Technical corrections by staff 3. No approval required
<p>After approval...</p>	<p>After approval...</p>	<p>After approval...</p>	<p>After approval...</p>
<ol style="list-style-type: none"> 1. Post on MTC website 2. Make available for viewing by appointment at the MTC-ABAG library 3. Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups about the Commission’s action 	<ol style="list-style-type: none"> 4. Post on MTC website 5. Make available for viewing by appointment at the MTC-ABAG library 6. Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups about the Executive Director’s or the Commission’s action 	<ol style="list-style-type: none"> 7. Post on MTC website 8. Make available for viewing by appointment at the MTC-ABAG library 	<p>N/A</p>

¹ MTC staff may make minor, technical edits to the Draft TIP during the review and comment period. In these instances, staff will post the technical edits on MTC’s website and notify interested parties via e-mail notification.

Other Federal Requirements

Federal Transit Administration Program of Projects (POP) Public Participation Requirements

Federal transit law and joint Federal Highway Administration-Federal Transit Administration (FHWA-FTA) planning regulations governing the metropolitan planning process require a metropolitan planning organization to include the public and to solicit comment when it develops its metropolitan long-range transportation plan and its metropolitan TIP. FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA-FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Program of Projects (POP) that recipients of Section 5307, Section 5337 and Section 5339 funds must meet.

This Public Participation Plan is being used by the recipients listed below to satisfy their public participation process for the POP. This PPP follows the procedures for public involvement associated with TIP development and therefore satisfies public participation requirements for the POP. All public notices of public involvement activities and times established for public review and comment on the TIP will state that they satisfy the POP requirements for applicable funds.

Recipients using MTC's PPP to satisfy their public participation process for the POP include:

1. AC Transit (Alameda-Contra Costa Transit District)
2. ACE (Altamont Corridor Express)
3. BART (Bay Area Rapid Transit District)
4. Caltrain (Peninsula Corridor Joint Powers Board)
5. County Connection (Central Contra Costa Transit Authority)
6. FAST (Fairfield/Suisun Transit System)
7. Golden Gate Transit (Golden Gate Bridge, Highway and Transportation District)
8. LAVTA (Livermore-Amador Valley Transit Authority/ Wheels)
9. Marin Transit (Marin County Transit District)
10. Petaluma Transit
11. SamTrans (San Mateo County Transit District)
12. San Francisco Bay Ferry (WETA/Water Emergency Transportation Authority)
13. Santa Rosa CityBus

14. SFMTA (San Francisco Municipal Transportation Agency)
15. SMART (Sonoma Marin Area Rail Transit)
16. SolTrans (Solano County Transit)
17. Sonoma County Transit
18. Tri Delta Transit (Eastern Contra Costa Transit Authority)
19. Union City Transit
20. Vacaville City Coach
21. VINE (Napa Valley Transportation Authority)
22. VTA (Santa Clara Valley Transportation Authority)
23. WestCAT (Western Contra Costa Transit Authority)

Annual Listing of Obligated Projects

By federal requirement, MTC at the end of each calendar year publishes an annual listing of obligated projects, which is a record of federally funded transportation projects that have been delivered the previous federal fiscal year. The annual list is developed cooperatively by MTC, Caltrans, transit operators, county transportation agencies, and local project sponsors. The listing is intended to increase public awareness of government spending on transportation projects. Copies of this annual listing may be obtained from MTC's website: mtc.ca.gov/funding/federal-funding/project-delivery or by contacting MTC's Public Information Office at (415) 778-6757 or info@bayareametro.gov.

Interagency and Tribal Government Consultation Procedures for the Regional Transportation Plan and the Transportation Improvement Program

A. Public Agency Consultation

MTC is required to consult with officials responsible for other types of planning activities that are affected by transportation in the area, be that conservation and historic preservation or local planned growth and land use management during the planning process.

Like the public, the most effective time to involve governmental agencies in the planning and programming process is as early as possible. As such, the development of the RTP

(Plan Bay Area), with its long-range timeframe, is the ideal opportunity for the interagency consultation process. It is at this stage where funding priorities and major projects' planning-level design concepts and scopes are introduced, prioritized and considered for implementation. Furthermore, MTC's funding programs and any projects flowing from them are derived directly from the policies and transportation investments contained in Plan Bay Area. Because Plan Bay Area governs the selection and programming of projects in the TIP, MTC considers the agency consultation process as a continuum starting with the regional transportation plan. Plan Bay Area is the key decision point for policy decisions regarding project and program priorities that address mobility, congestion, air quality and other planning factors. The TIP is a short-term programming document detailing the funding for investments identified in the adopted RTP.

MTC will use the following approaches to coordinate and consult with affected agencies in the development of the RTP and the TIP. Throughout the process, consultation will be based on the agency's needs and interests. At a minimum, all agencies will be provided an opportunity to comment on the RTP and TIP updates.

Regional Transportation Plan (Plan Bay Area)

If required by law, the environmental review process under CEQA serves as a framework to consult on the development of Plan Bay Area with federal, state and local resource agencies responsible for land use management, natural resources, environmental protections, conservation and historic preservation, as appropriate. This consultation will include other agencies and officials responsible for other planning activities in the MTC region that are affected by transportation to the maximum extent practicable.

The Notice of Preparation (NOP) stating that MTC and ABAG, as the lead agencies, will prepare a program-level Environmental Impact Report (EIR) for Plan Bay Area is the first step in the environmental process. The NOP gives federal, state and local agencies, as well as the public, an opportunity to identify areas of concern to be addressed in the EIR and to submit them in writing to MTC and ABAG. Further, MTC and ABAG also hold a public scoping meeting (see Appendix C for complete details on the Plan Bay Area EIR process) to explain the environmental process and solicit early input on areas of concern. During the development of the Draft EIR, MTC consults with the relevant agencies on resource maps and inventories for use in the EIR analysis.

MTC and ABAG consider all issues raised during the NOP period and scoping meeting during preparation of the EIR. Subsequently, as soon as the Draft EIR is completed, MTC

and ABAG file a Notice of Completion (NOC) with the State Clearinghouse and release the Draft EIR for a 45-day public review period soliciting written comments from agencies and the public on the environmental effects and mitigation measures identified in the Draft EIR. During the comment period, MTC and ABAG may consult directly with any agency or person with respect to any environmental impact or mitigation measure. MTC and ABAG respond to written comments received prior to the close of the comment period and technical corrections to the Draft EIR where necessary. The Commission certifies the Final EIR, and MTC and ABAG file a Notice of Determination (NOD) within five days of Commission certification.

Note that while the RTP is not subject to the federal National Environmental Policy Act (NEPA), MTC and ABAG will consult with federal agencies as appropriate during the preparation of the CEQA environmental document, if such document is required by law. Additionally, the involvement of federal agencies in Plan Bay Area can link the transportation planning process with the federal NEPA process. As the projects in Plan Bay Area and TIP continue down the pipeline toward construction or implementation, most must comply with NEPA to address individual project impacts.

Transportation Improvement Program (TIP)

All agencies will be provided with an opportunity to review and comment on the TIP. Project sponsors — including the California Department of Transportation (Caltrans), local jurisdictions, transit operators and county transportation agencies (CTAs) — review and consult with MTC on each of their respective projects in the TIP. These agencies (and any other interested agency) are involved in the establishment of MTC funding programs and policies, selection of projects and inclusion of projects in the TIP.

B. Federal Land Management Agencies Consultation

Federal Land Management Agencies (FLMAs) include federal agencies that manage public lands and facilities in the Bay Area, such as the National Park Service, U.S. Forest Service, Bureau of Land Management, U.S. Fish and Wildlife Service, and other federal land managers. Because transportation investments can affect access to and stewardship of these lands, MTC will consult with FLMAs during the development of Plan Bay Area (RTP/SCS), the TIP and the project selection activities that connect the two.

MTC's FLMA consultation procedures are designed to:

1. coordinate transportation investments that improve safe and reliable access to federal lands;
2. identify and address FLMA priorities and concerns early in the planning and programming process; and
3. support public land stewardship goals, including resource protection, visitor mobility and climate resilience.

Key Stages for FLMA Engagement

1. **Early plan development:** MTC will notify FLMAs of major plan milestones and invite input on access needs, land management objectives and relevant planned projects or policies.
2. **Draft plan and environmental review (as applicable):** MTC will inform FLMAs about opportunities to review and comment on draft plan materials and program-level environmental analysis.
3. **Project selection and prioritization:** MTC will inform FLMAs about the opportunity to provide input, and when requested by the FLMAs, coordinate discussion meetings when projects and/or policies affecting federal lands are being considered, so FLMA priorities and concerns can be addressed before decisions are finalized.
4. **TIP development and revisions:** MTC will inform FLMAs of opportunities to review and comment on TIP updates and applicable amendments. As requested by FLMA staff, MTC staff will coordinate meetings to discuss project phasing and funding plans for projects that affect federal lands or access routes.

Participation Opportunities for FLMAs

MTC will engage FLMAs using a combination of methods, based on the stage of work and FLMA preferences, including email notifications of key milestones, invitations to relevant technical meetings, targeted briefings or coordination meetings, and standard public review and comment periods for draft documents. MTC will provide FLMA partners with opportunities to discuss project/policy alignment with federal lands' access needs and public land stewardship goals.

During the development of Plan Bay Area and the TIP, MTC will, to the extent practicable, use the following framework to consult with FLMA partners:

1. **Notification:** MTC will make information about opportunities for participation and engagement on Plan Bay Area and the TIP available through MTC's established

notices and distribution channels. FLMAs are encouraged to monitor these notices and participate as needed, and to raise priorities or concerns related to federal lands early enough to be considered before decisions are finalized.

2. **Targeted outreach:** MTC will provide early notice to FLMAs and invite them to share priorities, constraints and concerns related to access, operations, safety, environmental resources and visitor mobility.
3. **Consultation meeting(s):** When requested by FLMA staff, MTC will offer consultation touchpoints (virtual or in-person), as needed, including the ability for FLMAs to discuss alignment with federal land access needs and public land stewardship goals.
4. **Documentation and response:** MTC will document FLMA input received, share it with relevant decision-makers as appropriate (e.g., staff working groups or committees), and describe how input was considered in staff recommendations.
5. **Ongoing coordination:** MTC will encourage continued coordination between FLMAs and project sponsors during scoping, environmental review and delivery, recognizing that detailed design and permitting decisions occur later in the project development process independent of MTC.

C. Other Protocols for Working with Public Agencies

The Bay Area Partnership Board Review and Coordination

MTC established the Bay Area Partnership Board to collaboratively assist the Commission in fashioning consensus among its federal, state, regional and local public agency partners regarding the policies, plans and programs to be adopted and implemented by the Commission. More recently, that focus has shifted to advising the Commission on specific transportation investment policies and matters related to Plan Bay Area. Membership includes a chief staff officer from all public agencies representing the following transportation interests:

- Transit operations
- Transportation facilities
- Congestion management agencies
- Public works agencies
- Airports and seaports
- Regional, state and federal transportation, environmental, and land use agencies

The Partnership Board and its Partnership Technical Advisory Committee (PTAC) and working group(s) consider and weigh in on the ongoing and more technical aspects of transportation funding. The Partnership Board and PTAC meetings are open to the public. The Partnership Board's meetings are webcast live and later archived on MTC's website. Offsite Board meetings and all PTAC meetings are recorded, and recordings may be requested by contacting the MTC Public Information Office at (415) 778-6757 or info@bayareametro.gov. The status of TIP revisions is provided to the Partnership through email notifications. For TIP updates, PTAC and working group(s) will be kept informed and consulted throughout the process by e-mail notifications or presentations as appropriate.

Air Quality Conformity and Interagency Consultation

A dialogue between agencies over transportation air quality conformity considerations must take place in certain instances prior to MTC's adoption of its RTP or TIP. These consultations are conducted through the Air Quality Conformity Task Force, which includes representatives of the U.S. Environmental Protection Agency, FHWA, FTA, the California Air Resources Board (CARB), Caltrans, the Bay Area Air District and other state and local transportation agencies. These agencies review updates and, in certain instances, amendments to Plan Bay Area and the TIP to ensure they conform to federal transportation air quality conformity regulations.

In accordance with Transportation Air Quality Conformity and Interagency Consultation Protocol procedures (MTC Resolution No. 3757, Revised), MTC must implement the interagency consultation process for the nine-county San Francisco Bay Area before making a transportation conformity determination on Plan Bay Area or the TIP. In developing an update to Plan Bay Area/TIP, MTC will bring important issues to the Partnership Board or its technical committees/working groups for discussion and feedback. All materials that are relevant to interagency consultation, such as the Plan Bay Area/TIP schedule, important Plan Bay Area/TIP-related issues and the draft Plan Bay Area/TIP, will also be transmitted to the Conformity Task Force for discussion and feedback. Similar consultation will occur for Plan Bay Area/TIP amendments requiring an air quality conformity analysis.

Intergovernmental Review via State Clearinghouse

The intent of intergovernmental review, per Executive Order 12372, is to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. Applicants in the Bay Area with programs/projects for

intergovernmental review are required to submit documentation to the State Clearinghouse, a division of the Governor’s Office of Land Use and Climate Innovation, which is the Single Point of Contact for the intergovernmental review of federal grant proposals and other activities. In this capacity, it is also the function of the clearinghouse to coordinate state and local review of federal financial assistance applications, federally required state plans, direct federal development activities and federal environmental documents. The purpose of the clearinghouse is to facilitate state and local participation in federal activities occurring within California. The Executive Order does not replace public participation, comment or review requirements of other federal laws, such as the National Environmental Policy Act (NEPA), but rather gives states an additional mechanism to ensure federal agency responsiveness to state and local concerns.

The clearinghouse also receives and distributes environmental documents prepared pursuant to CEQA and coordinates the state-level environmental review process. The RTP is subject to CEQA and therefore is reviewed through the clearinghouse.

D. Tribal Government Consultation

MTC also consults with the region’s Native American Tribal governments. There are six federally recognized Native American tribes in the San Francisco Bay Area:

- Cloverdale Rancheria of Pomo Indians
- Dry Creek Rancheria Band of Pomo Indians
- The Federated Indians of Graton Rancheria
- Kashia Band of Pomo Indians of the Stewarts Point Rancheria
- Lower Lake Rancheria Koi Nation
- Lytton Rancheria Band of Pomo Indians

The groundwork for consultation with the region’s tribal governments occurs early in the process of developing Plan Bay Area/the TIP. Engagement activities with the tribes will be conducted according to tribal preferences. As required, MTC and ABAG also will invite and encourage tribal leaders and their representatives to request government-to-government consultation at any time during the development of Plan Bay Area/the TIP. Tribal Summits will be scheduled as appropriate to offer Tribes the ability to collaborate with MTC and ABAG and several of their partners. MTC and ABAG will also conduct individual meetings at each tribe’s request in a forum that is convenient for them.

As required by Assembly Bill 52, MTC and ABAG will provide written notification to all tribes in the region, including federally recognized tribes and all California Native American tribes on the Native American Heritage Commission list with tribal cultural resources in the Bay Area, about the opportunity for engagement in the Plan Bay Area process. Additionally, MTC and ABAG will be available for consultation at a tribe's request.

Appendix C.

Public Participation Plan for Plan Bay Area 2060

DRAFT

June 2026

This appendix fulfills the requirements under California Senate Bill 375.

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I. Introduction

Plan Bay Area 2060 is the Bay Area’s next long-range regional plan that will guide decisions about transportation, housing and the environment over the coming decades.

Developed by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), Plan Bay Area 2060 is a new, comprehensive planning effort that will establish a forward-looking framework to respond to the region’s evolving needs. As the Bay Area continues to experience changes in how people live, work and travel, the plan will consider a range of factors, including housing affordability, climate impacts, evolving travel patterns, technological change and demographic shifts.

Under federal and state law, MTC and ABAG are jointly responsible for preparing the Bay Area’s Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). Senate Bill 375 (Steinberg, Statutes of 2008) further requires that the plan integrate land use and transportation strategies in a way that supports the reduction of greenhouse gas emissions from passenger vehicles, consistent with targets established by the state.

This Public Participation Plan outlines how the public, partner agencies and other stakeholders can take part in shaping Plan Bay Area 2060. The planning process, anticipated to occur between 2026 and 2030, will include multiple opportunities for engagement at key milestones, along with ongoing ways to stay informed and provide input.

This plan is intended to serve as a flexible framework to guide engagement throughout the process. Specific strategies and activities may be refined over time in response to evolving conditions, input received and opportunities to improve how the public is engaged.

Participation is a critical part of this effort. The perspectives, experiences and ideas shared by residents, partners and stakeholders will help inform the development of the plan and the decisions that shape the region’s future. We invite all who are interested to participate in this process and help guide the development of Plan Bay Area 2060.

Building on Prior Engagement Efforts

MTC and ABAG developed the proposed Plan Bay Area 2060 engagement approach based in part on lessons learned through prior regional planning efforts, including Plan Bay Area 2050 and Plan Bay Area 2050+. These lessons were informed by feedback received over multiple years through public comment processes, engagement activities, advisory body discussions, peer agency coordination and staff reflection on previous engagement efforts.

Input from advisory bodies, including the former MTC Policy Advisory Council and current MTC ABAG Community Advisory Council, highlighted the importance of maintaining stronger connections with communities between major engagement milestones and providing more accessible and relatable ways for the public to engage with complex regional planning topics. Similar feedback also emerged through public comments, stakeholder discussions and engagement activities conducted throughout prior Plan Bay Area efforts.

Feedback from community members, community-based organization (CBO) partners and advisory bodies also underscored the importance of reducing public engagement fatigue by improving coordination across engagement activities and creating more consistent and meaningful opportunities for participation. Participants also expressed interest in better understanding how public input informed decision-making, including greater transparency around how feedback was incorporated into the planning process. In addition, discussions with advisory bodies and community partners highlighted the importance of strengthening engagement with younger audiences and exploring engagement approaches that are more responsive to how younger generations access information and participate in civic processes.

Additional lessons learned emerged through staff evaluation of previous engagement approaches, coordination with peer metropolitan planning organizations and other public agencies, and work related to the Plan Bay Area website redesign and communications efforts. These discussions reinforced the importance of expanding public education, improving digital accessibility, strengthening ongoing partnerships with CBOs and creating more continuous opportunities for public participation throughout the planning process.

The updated Public Participation Plan reflects these observations and recommendations through expanded public education and storytelling approaches, a continuous engagement model, enhanced coordination efforts and a more collaborative community partnership framework intended to support ongoing dialogue and feedback throughout plan development. Additional evaluation and assessment of engagement outcomes will continue as Plan Bay Area 2060 advances.

II. Developing Plan Bay Area 2060

a. Process and Schedule

Developing the Plan and Schedule

Plan Bay Area 2060 represents the next major update to the Bay Area’s long-range regional plan, building upon prior versions of Plan Bay Area while advancing a new generation of strategies, analyses and engagement approaches. As a comprehensive plan addressing transportation, housing and the environment, Plan Bay Area 2060 will reflect current conditions, emerging trends and the evolving needs of the region over the coming decades.

The development of Plan Bay Area 2060 will include a multi-year process of technical analysis, policy development and public engagement. This process will consider a range of pressing regional and external factors shaping the Bay Area today and into the future, including the availability of state and federal funding, the impacts of sea level rise, changing commute patterns, housing affordability challenges, ongoing demographic shifts and the emergence of new technologies, such as autonomous vehicles and artificial intelligence. These factors will help inform the development and evaluation of strategies that will guide future development to ensure the plan remains responsive to changing conditions and future uncertainties.

The plan development process will incorporate a range of analytical tools and scenario exploration to evaluate how different strategies and investments may shape future outcomes for the region. Through this work, Plan Bay Area 2060 will establish an integrated and forward-looking framework to guide decision-making over the next several decades.

Public participation will be a central component of the plan’s development. Plan Bay Area 2060 will include multiple opportunities for residents, partner agencies, CBOs and other stakeholders to provide input at key milestones throughout the process. This will include regionwide engagement activities, as well as community-based organization partnership efforts that support engagement in locally relevant and accessible formats.

Engagement activities will be designed to provide meaningful opportunities for input and may include webinars, hybrid workshops, pop-up events, office hours and asynchronous opportunities to participate. These efforts will be supported by coordinated communications, including digital outreach, email updates and regular updates to the Plan Bay Area website. The website will serve as a central hub for information about the plan, including key milestones, engagement opportunities and materials for public review.

The plan development process will remain flexible and responsive to input received from the public, partner agencies and other stakeholders. As the process evolves, updates to

the schedule, engagement approach or key milestones will be communicated through the Plan Bay Area website, email notifications and other channels to ensure transparency and continued opportunities for participation. Plan Bay Area 2060 will be developed starting in 2026 and continue through 2030.

b. Summary of Key Milestones

	Phase	Timeframe	Description
1.	Foundations	2026–2027	Take stock of where the Bay Area is today and review what’s working, what’s not and where the current plan may need to evolve.
2.	Outlook	2026–2027	Explore future trends and uncertainties and test different scenarios to understand potential trade-offs and outcomes.
3.	Blueprint	2027–2029	Develop and refine the plan’s core components, including strategies, land use framework and projects, and evaluate how they perform.
4.	Final Plan	2029–2030	Bring everything together into a final plan, including supporting analysis, reports and an implementation roadmap.

Plan Bay Area 2060 Phase 1: Foundations

The Foundations phase will establish an understanding of where the Bay Area is today (2026), reaffirm the plan’s vision and critically evaluate the existing strategies and land use framework. This phase will consist of three primary tracks of work: existing conditions, strategy evaluation, and land use framework evaluation.

Plan Bay Area 2060 will begin by assessing the current state of the Bay Area, establishing a clear, data-informed understanding of existing conditions and issues faces by residents across the region. Concurrently, the strategies and land use framework adopted through Plan Bay Area 2050+, the most recent iteration of the plan, will be evaluated against today’s best practices, emerging trends, reflections on past efforts and a revisited vision and guiding principles for the long-range plan.

Through this combined level-setting and evaluation process, Phase 1 will establish a strong analytical and policy foundation for subsequent phases of Plan Bay Area 2060.

- **Opportunities for Input:**
 - Early public engagement to inform and validate the work of Phase 1 may include surveys, webinars and asynchronous opportunities to participate,

focused on gathering input from the public on current conditions and whether the existing vision and guiding principles for the long-range plan continue to serve and reflect lived experiences across the region.

- A community-based organization collaborative working group (CBO Collaborative Group) will provide input on initial findings and framing, drawing on their knowledge of community perspectives and priorities to help ground the foundational work of the plan.
- Broad stakeholder engagement, which may include webinars, hybrid workshops, asynchronous opportunities to participate, office hours and expanded outreach to meet with stakeholders in their own professional forums.
- **Decision-Making Roles:** Direction and possible approval from the MTC Planning Committee, the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
- **Significance:** Input gathered during this phase will help validate whether the plan is grounded in current conditions and regional trends, ensuring that subsequent phases of Plan Bay Area 2060 are built on a credible and well-informed foundation. This early feedback will directly inform the concurrent work on updated planning assumptions, forecasts, and scenario planning, and lead to informed development of the core strategies and land use framework of the Blueprint.
- **Timeframe:** 2026-2027

Plan Bay Area 2060 Phase 2: Outlook

The Outlook phase will deeply research and contend with the uncertainty of external forces, while preparing scenarios to evaluate tradeoffs through forecasts and planning assumptions. This early phase, largely overlapping with the Foundations phase, will consist of scenario planning, updating the regional growth forecast, and analyzing external forces, financial needs and revenue.

Scenario planning will compare different assumptions about the future to help illustrate trade-offs and how they may affect plan strategies and outcomes. The regional growth forecast will examine factors that could shape population and job growth in the Bay Area through 2060. This work will help inform scenario planning, policy choices and modeling for the long-range plan. Staff will also analyze outside trends — such as economic, environmental or technological changes — that could affect plan outcomes. A financial needs and revenue analysis will estimate the cost of implementing the plan and identify potential future funding sources through 2060.

In combination, Phase 1 and Phase 2 will set the stage to update the plan’s strategies, land use and projects through development of the Blueprint in Phase 3.

- **Opportunities for Input:**
 - Broad stakeholder engagement, which may include webinars, hybrid workshops, asynchronous opportunities to participate, office hours, and expanded outreach to meet with stakeholders in their own professional forums.
 - Opportunities for public input through meetings of the MTC ABAG Community Advisory Council, MTC Planning Committee, the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
 - Additional input through the CBO Collaborative Group, for example on the community-specific impacts of various external forces, growth trajectories, and future scenarios that will be explored through this phase of work.
- **Decision-Making Roles:** Direction from the MTC Planning Committee and the ABAG Administrative Committee; direction and adoption of Regional Growth Forecast Methodology by ABAG Executive Board; possible direction and approval from the Commission.
- **Significance:** This phase establishes the analytical outlook for Plan Bay Area 2060 by ensuring that key assumptions and forecasts reflect the best available planning inputs, and by using scenarios to explore strategic decisions and compare trade-offs.
- **Timeframe:** 2026-2027

Plan Bay Area 2060 Phase 3: Blueprint

The Blueprint phase will include iteratively updating plan components, assembling strategies, land use framework and projects into a Draft and Final Blueprint, while analyzing performance and forecasted outcomes.

Develop Draft Blueprint

Building on the work completed in Phases 1 and 2, Plan Bay Area 2060 will advance to the development of a Draft Blueprint, which will consist of updated strategies and a land use framework ready for analyzing performance and outcomes.

Performance analyses will be conducted during this phase to evaluate how proposed strategies advance the Plan’s Vision and Guiding Principles. These analyses will help inform tradeoffs and support the development of a Final Blueprint that reflects a balanced and forward-looking approach to regional planning.

- **Opportunities for Input:**
 - Strategies under consideration for inclusion in the Draft Blueprint will be presented for public review and input through a range of engagement activities. These may include webinars, hybrid workshops, asynchronous opportunities to participate and other engagement methods designed to support broad and meaningful participation. Engagement will be supplemented with coordinated digital promotion and outreach.
 - CBO partners will conduct engagement with their communities using approaches that are locally relevant and appropriate, supported by ongoing coordination through the CBO Collaborative Group. These activities will provide opportunities for community members to share input in trusted settings and will inform the development of the Draft Blueprint.
 - Additional public input opportunities through meetings of the MTC ABAG Community Advisory Council, MTC Planning Committee, the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
 - Broad stakeholder engagement, which may include webinars, hybrid workshops, asynchronous opportunities to participate, office hours, and expanded outreach to meet with stakeholders in their own professional forums.
- **Decision-Making Roles:** Direction and possible adoption by the MTC Planning Committee and the ABAG Administrative Committee; possible adoption by the ABAG Executive Board and the Commission.
- **Significance:** The Draft Blueprint will demonstrate how integrated strategies can advance the Plan’s Vision and Guiding Principles.
- **Timeframe:** 2027-2028

Refine and Adopt Final Blueprint

Following the development and analysis of the Draft Blueprint, Plan Bay Area 2060 will advance a set of strategies for further refinement and consideration by decision-makers. This phase will incorporate feedback received during earlier engagement, as well as findings from technical analyses, to define a Final Blueprint that reflects regional priorities and constraints.

The Final Blueprint will integrate the land use framework, strategies and projects in a manner that is fiscally responsible and responsive to the region’s needs. This document will serve as the basis for subsequent environmental analysis (if required by state law) and plan development.

- Opportunities for Input:
 - The Final Blueprint will be presented for public review and input through a range of engagement activities, including webinars, hybrid workshops, asynchronous opportunities to participate and other formats designed to support meaningful participation. Engagement will be supplemented with coordinated digital outreach.
 - Through the CBO Collaborative Group, CBO partners will continue to engage their communities and share feedback gathered through their outreach efforts, ensuring that perspectives from across the region are reflected in the refinement of the Final Blueprint.
 - Additional public input opportunities through meetings of the MTC ABAG Community Advisory Council, MTC Planning Committee, the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
 - Broad stakeholder engagement, which may include webinars, hybrid workshops, asynchronous opportunities to participate, office hours, and expanded outreach to meet with stakeholders in their own professional forums.
- **Decision-Making Roles:** Direction from the MTC Planning Committee and the ABAG Administrative Committee; adoption by the ABAG Executive Board and the Commission
- **Significance:** The Final Blueprint will refine and finalize how integrated strategies can advance a more affordable, connected, diverse, healthy, and vibrant San Francisco Bay Area for all.
- **Timeframe:** 2028-2029

Plan Bay Area 2060 Phase 4: Final Plan

The fourth and final phase of Plan Bay Area 2060 will consist of synthesizing and delivering the Final Blueprint into a Final Plan, with associated environmental review if required by state law, supplemental reports and implementation plan.

Draft and Final Plan Development

Building on the Final Blueprint, staff will prepare draft and final versions of the long-range plan. The final package will include an implementation roadmap and other reports required under federal and state rules.

The implementation plan will focus on practical, achievable steps that can be pursued in the years immediately following plan adoption, helping to translate high-level strategies into coordinated action. It will identify actions that can be advanced by MTC and ABAG in coordination with partner agencies, CBOs, non-profit organizations and the private sector.

The implementation plan will also emphasize prioritization, feasibility and impact by identifying actions that are both achievable in the near term and aligned with the region's long-range goals. Through this process, Plan Bay Area 2060 will establish a clear and transparent pathway from planning to implementation.

Consistent with federal guidance in effect during plan development, Plan Bay Area 2060 will evaluate how the plan's strategies may distribute benefits and potential burdens across communities. The analysis may consider factors such as access to transportation, housing outcomes and environmental conditions, and will be conducted in accordance with applicable federal civil rights requirements, including Title VI.

The Final Plan will also be supported by performance reports and technical analyses that evaluate how the final strategies and investments are expected to perform. These analyses assess potential outcomes across transportation, housing and environmental systems and help inform key decisions throughout the planning process. These reports also help meet applicable state and federal planning requirements and provide a structured way to evaluate trade-offs, forecast impacts and measure progress toward regional goals.

- **Opportunities for Input:**

- Implementation priorities and actions will be developed with input from the public through a range of engagement activities, which may include webinars, hybrid workshops, asynchronous opportunities to participate and other engagement methods designed to support meaningful participation. Engagement may be supplemented with coordinated digital outreach.
- Through the CBO Collaborative Group, CBO partners will engage their communities to help identify near-term priorities and actions, providing community context and perspectives to help inform implementation priorities and support strategies that reflect local needs and experiences. Additional public input opportunities through meetings of the MTC ABAG Community Advisory Council, MTC Planning Committee, the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
- Broad stakeholder engagement, which may include webinars, hybrid workshops, asynchronous opportunities to participate, office hours, and expanded outreach to meet with stakeholders in their own professional forums.

- **Decision-Making Roles:** Direction from the MTC Planning Committee and the ABAG Administrative Committee; approval from the ABAG Executive Board and the Commission.

- **Significance:** The implementation plan identifies near-term actions that will advance the plan's long-term vision, translating strategies into concrete steps that can be

pursued in partnership with public, non-profit and private sector partners. It ensures that Plan Bay Area 2060 is not only forward-looking but also actionable, with a clear path toward implementation. Impact analyses and supplemental reports support compliance with federal planning requirements and civil rights law and provide important information on how the plan's strategies and investments may affect communities across the region, helping to inform final decision-making.

- **Timeframe:** 2029-2030

Environmental Review

A programmatic environmental impact report (EIR) may be prepared to evaluate the environmental impacts of the proposed long-range plan, including the Final Blueprint and a reasonable range of alternatives, if required under the California Environmental Quality Act (CEQA).

If required by state law, a Draft EIR may be released for public review and comment and shared with responsible and trustee agencies, followed by preparation of a Final EIR that incorporates responses to comments received during the public comment period.

- **Opportunities for Input:**
 - If required by state law, a Notice of Preparation will be issued at the outset of the environmental review process, followed by a public scoping meeting to provide an overview of the environmental analysis and solicit early input on areas of concern. A recording of the scoping meeting will be made available on the Plan Bay Area website to support asynchronous participation.
 - If required by state law, the Draft EIR will be made available for public review during a statutorily required public comment period, during which written and oral comments will be accepted. Public hearings will be held to provide opportunities for input, with hybrid participation options provided to maximize accessibility.
 - Through the CBO Collaborative Group, CBO partners may facilitate opportunities for community members to provide input on the Draft EIR, including gathering feedback and perspectives related to the potential environmental impacts identified through the environmental review process.
 - If required by state law, additional opportunities for public input will be provided through meetings of the MTC ABAG Community Advisory Council, MTC Planning Committee, the ABAG Administrative Committee, the ABAG Executive Board and the Commission.

- If required by state law, technical stakeholders will be engaged through targeted meetings, which may include webinars, hybrid workshops and office hours to review environmental analysis and provide feedback.
- **Decision-Making Roles (if required by state law):** Direction from the MTC Planning Committee and the ABAG Administrative Committee; certification of the Final EIR and adoption of Plan Bay Area 2060 by the ABAG Executive Board and the Commission.
- **Significance:** The environmental review process evaluates the potential impacts of the proposed plan and alternatives at a programmatic level, ensuring compliance with CEQA and supporting informed decision-making. This phase integrates technical analysis and public input to refine the plan prior to final adoption.
- **Timeframe (if required by state law):** 2028-2030

Air Quality Conformity Analysis

Plan Bay Area 2060 will include an air quality conformity analysis to demonstrate that the region's transportation investments are consistent with federal air quality standards. This analysis will assess whether the transportation projects included in the plan, taken together, would not cause new air quality violations, worsen existing conditions or delay timely attainment of applicable standards.

The analysis will be conducted in accordance with the latest U.S. Environmental Protection Agency transportation conformity regulations and applicable regional conformity protocols.

- **Opportunities for Input:**
 - Technical analysis will be discussed with relevant regional and interagency partners.
 - Additional public input opportunities through meetings of the MTC Planning Committee and the Commission.
 - A 30-day public review and comment period will be provided upon release of the draft air quality conformity analysis report.
- **Decision-Making Roles:** Direction from MTC's Planning Committee; approval from the Commission.
- **Significance:** The air quality conformity analysis demonstrates that Plan Bay Area 2060 is consistent with federal air quality requirements and supports the region's progress toward meeting applicable standards.
- **Timeframe:** 2028-2030

III. Related Work

a. Tracking Performance

MTC-ABAG, in coordination with its partners, maintains a comprehensive approach to tracking regional performance and monitoring progress toward the goals of Plan Bay Area 2060. This approach includes a combination of publicly accessible tools, ongoing reporting and technical analysis to support transparency, accountability and informed decision-making.

Vital Signs

A central component of regional performance tracking is the Vital Signs initiative, which monitors key trends related to transportation, land use, housing and the environment. The Vital Signs platform compiles a wide range of indicators that help assess regional progress and identify areas for improvement, including measures aligned with federal transportation planning requirements.

Information is presented through interactive visualizations that allow users to explore trends over time, compare conditions across jurisdictions and understand how the Bay Area compares to other metropolitan regions.

The Vital Signs website is available at: vitalsigns.mtc.ca.gov.

Implementation Plan Monitoring

As with past iterations, Plan Bay Area 2060 will include an Implementation Plan, a roadmap that identifies near-term actions to advance the plan's strategies. Progress toward these actions will be tracked and reported on a regular basis.

Implementation monitoring provides updates on the status of actions, highlight completed and ongoing efforts and identify areas where additional focus may be needed. These updates support accountability and help ensure that the plan moves from strategy to action over time.

Information on Plan Bay Area implementation and progress updates is available at: planbayarea.org/implementation.

Supporting Data Tools and Regional Datasets

MTC-ABAG maintains a range of supporting data tools and datasets that contribute to performance tracking and analysis. These resources provide access to information on transportation systems, housing, environmental conditions and other regional indicators.

These tools support both internal planning efforts and public transparency by allowing users to explore data, understand trends and access information that informs Plan Bay Area 2060.

Additional data tools and resources are available at: mtc.ca.gov/tools-resources.

b. Countywide Transportation Plans

Bay Area counties are authorized by state law to develop Countywide Transportation Plans (CTPs) on a voluntary basis. These plans will help to inform the Transportation Element of Plan Bay Area 2060. MTC-ABAG and County Transportation Agencies coordinate on an ongoing basis to maximize alignment, to the extent possible, between these plans.

As long-range planning and policy documents, Countywide Transportation Plans assess transportation needs and guide priorities and funding decisions within each county over a 20- to 25-year horizon. These plans are developed by County Transportation Agencies and reflect local conditions, priorities and investment strategies. However, unlike Plan Bay Area 2060, they are usually fiscally-unconstrained, meaning they can include plans that exceed reasonably-anticipated funding.

Adopted Countywide Transportation Plans in the Bay Area are available at the links below. MTC's guidelines for the development of Countywide Transportation Plans can be found at: mtc.ca.gov/planning/long-range-planning/countywide-transportation-plans.

- **Alameda County:** Alameda County Transportation Commission, alamedactc.org/planning/countywidetransportationplan
- **Contra Costa County:** Contra Costa Transportation Authority, ccta.net/planning/countywide-transportation-plan
- **Marin County:** Transportation Authority of Marin, <https://www.tam.ca.gov/ctp/>
- **Napa County:** Napa Valley Transportation Authority, <https://nvta.ca.gov/planning-and-projects/planning/regional/countywide-transportation-plan/>
- **San Francisco City & County:** San Francisco County Transportation Authority, sfcta.org/projects/san-francisco-transportation-plan
- **San Mateo County:** City/County Association of Governments of San Mateo County, ccag.ca.gov/programs/countywide-transportation-plan
- **Santa Clara County:** Santa Clara Valley Transportation Authority, vta.org/projects/valley-transportation-plan-vtp-2050
- **Solano County:** Solano Transportation Authority, sta.ca.gov/documents_and_report/solano-comprehensive-transportation-plan-ctp

- **Sonoma County:** Sonoma County Transportation Authority, scta.ca.gov/planning/comprehensive-transportation-plan

c. Regional Housing Needs Allocation (RHNA)

The Regional Housing Needs Allocation (RHNA) is a state-mandated process that identifies the number of housing units each jurisdiction in the Bay Area must plan for over a specified period. The RHNA process is conducted by ABAG in coordination with local jurisdictions and the California Department of Housing and Community Development.

The next RHNA cycle will occur concurrently with the development of Plan Bay Area 2060. While RHNA and Plan Bay Area 2060 are separate planning processes with different requirements and outcomes, both address housing and land use, and involve overlapping topics and timelines.

MTC and ABAG will coordinate across these efforts, as appropriate, to ensure consistency in data, assumptions and communication, while maintaining the integrity of each process. Public engagement activities will be designed to clearly distinguish between these efforts while providing opportunities for participants to understand how they relate to one another.

Information about the RHNA process is available at:

abag.ca.gov/our-work/housing/rhna-regional-housing-needs-allocation.

IV. Public Engagement

a. General Public

In addition to engagement activities planned for each key milestone (see Section II.B. Summary of Key Milestones above), the public will have multiple ongoing opportunities to participate in the development of Plan Bay Area 2060. These avenues are designed to provide accessible, continuous ways for residents, partners and other stakeholders to stay informed and share input throughout the planning process.

Email Updates and Direct Communication

Members of the public can sign up to receive regular updates on Plan Bay Area 2060 through the Plan Bay Area website, planbayarea.org. These email updates and periodic announcements provide timely information on upcoming engagement opportunities, key milestones, decision points, meetings and overall process updates.

Email updates are a primary way for interested parties to stay informed and engaged throughout the development of the plan — info@planbayarea.org is the dedicated email

address available for members of the public to submit questions, comments and requests for information related to Plan Bay Area 2060.

Policy Committee and Board Meetings

MTC and ABAG policy committee and board meetings provide ongoing opportunities for the public to follow and inform the development of Plan Bay Area 2060. Plan updates will be presented regularly to key decision-making bodies, including:

- MTC Planning Committee
- ABAG Administrative Committee
- ABAG Executive Board
- Metropolitan Transportation Commission

Occasionally, Plan Bay Area 2060 updates may also be presented at other policy or advisory bodies, such as the ABAG General Assembly.

These meetings are open to the public and provide opportunities for public comment. To stay involved in individual policy committees, members of the public may contact the MTC Public Information Office at info@bayareametro.gov or (415) 778-6757 to be added to a committee mailing list.

Calendars of meetings and events are available online (see “Meetings and Events Online Calendars” below) and are also posted at the entrance to MTC and ABAG offices at 375 Beale Street, San Francisco.

Advisory Bodies

The MTC ABAG Community Advisory Council will play an important role in the development of Plan Bay Area 2060 by providing ongoing feedback on planning assumptions, strategies and implementation priorities. The Council will serve as a forum for discussion and input at key points throughout the planning process.

Plan Bay Area 2060 updates will be presented to the MTC ABAG Community Advisory Council on a regular basis for discussion and comment. These meetings are open to the public and provide an additional opportunity for community perspectives to inform plan development.

Public Events

Plan Bay Area 2060 will consist of sustained, responsive engagement aligned with key milestones in the planning process. Public events will be designed to inform, gather input and support dialogue on plan development.

Engagement activities may include webinars, workshops, pop-up events, office hours and other formats tailored to reach a broad range of participants. As appropriate, MTC and ABAG will coordinate with cities, counties, regional agencies and other partners to connect regional planning efforts with local priorities and initiatives.

Plan Bay Area Website

The Plan Bay Area website, planbayarea.org, will serve as the central hub for information about Plan Bay Area 2060. The website will include updates on the planning process, upcoming engagement opportunities, key documents and materials for public review.

The website will also provide opportunities for online participation, including surveys, interactive tools and other asynchronous engagement options.

Digital Engagement and Social Media

Digital engagement and social media will play an important role in expanding awareness of Plan Bay Area 2060 and increasing opportunities for participation. MTC and ABAG will use digital channels to share information, promote engagement opportunities and provide updates throughout the planning process.

These efforts may include social media outreach, targeted digital communications and online engagement tools designed to reach a wide and diverse audience. Digital engagement will complement in-person and hybrid activities by providing flexible and accessible ways for the public to stay informed and participate.

Telephone Participation

Members of the public may also participate in the Plan Bay Area 2060 process by phone. A listening line will be available for individuals to provide verbal comments, which will be documented as part of the public record.

Information about available languages and how to access the listening line will be provided on the Plan Bay Area website.

Meetings and Events Online Calendars

Information about upcoming meetings and events will be available through online calendars, including:

- MTC website
- ABAG website
- Plan Bay Area website

These calendars provide up-to-date information on opportunities to participate in the development of Plan Bay Area 2060.

Comment Submission and Public Record Management

Plan Bay Area 2060 is committed to providing multiple, accessible ways for the public to submit comments and participate in the planning process. Public input may be submitted through a variety of methods, including online tools, email, mail, telephone and in-person engagement activities, consistent with applicable accessibility requirements.

To support meaningful participation while ensuring that public input can be effectively reviewed and considered, MTC-ABAG will apply consistent practices for organizing, analyzing and documenting comments received throughout the planning process.

- **Multiple avenues for participation:** Comments may be submitted through a range of methods to accommodate different preferences, access needs and levels of familiarity with the planning process.
- **Optional participant information:** Participants may choose to provide general information, such as name and city or ZIP code, to support understanding of regional participation patterns and help organize input.
- **Structured and unstructured input:** Engagement tools may include both open-ended comment opportunities and structured questions to support clear and efficient analysis of input across key topic areas.
- **Organization and summarization of comments:** Comments may be grouped, categorized and summarized to identify key themes, areas of agreement or concern and the range of perspectives received. Submissions that are substantially similar may be documented collectively, including the number of comments received, to support efficient review while ensuring representation in the public record.
- **Integrity of the public record:** MTC-ABAG will maintain procedures to support the integrity and usability of the public comment record. This may include identifying duplicate or non-substantive submissions, organizing comments by topic and ensuring that the record reflects meaningful input received during designated comment periods.
- **Timely review and consideration:** All comments received during established comment periods will be reviewed and considered. Due to the potential volume of submissions, comments may be analyzed using a combination of qualitative and quantitative methods to support timely and effective decision-making.

- **Transparency in reporting:** Summaries of public input will be shared through the Plan Bay Area website and other materials, including information on key themes and how input informed the planning process.

b. Local Governments and Partner Agencies

Collaboration with local governments and partner agencies will be a critical component of developing Plan Bay Area 2060. This includes engagement with elected officials, city and county staff, planning and public works directors, transit operators and county transportation agencies.

Local partners provide important context on community priorities, implementation considerations and how regional strategies align with local plans and investments. Their input will ensure that Plan Bay Area 2060 reflects local conditions and supports coordinated action across jurisdictions.

Plan Bay Area 2060 will include ongoing technical stakeholder engagement with local governments and partner agencies, which may include webinars, hybrid workshops, asynchronous opportunities to participate, office hours, among others. In addition, MTC and ABAG staff will be available to meet with elected officials and local government staff throughout the region.

County Transportation Agencies will continue to serve as an important forum for discussion and coordination on issues related to the plan.

c. Additional Statutorily Required Outreach

Federal, State and Other Government Agencies

In addition to local governments, Plan Bay Area 2060 will include coordination with federal, state and regional agencies responsible for planning activities that intersect with the long-range regional plan. This includes agencies involved in land use, natural resources, environmental protection, conservation, historic preservation, transportation and air quality planning.

Consultation will be tailored to each agency's interests and responsibilities. At a minimum, agencies will be informed about the plan development process and provided opportunities to participate and provide input.

Federal Land Management Agency Coordination

MTC and ABAG will coordinate with federal land management agencies (FLMAs) throughout the development of Plan Bay Area 2060, consistent with federal planning requirements.

FLMAs, including agencies such as the National Park Service, U.S. Fish and Wildlife Service and other relevant federal partners, manage lands within and adjacent to the Bay Area and have a vested interest in transportation access, environmental stewardship and visitor experience.

Coordination with FLMAs will occur through multiple avenues, including:

- **Targeted outreach and consultation:** FLMAs will be notified of key milestones and provided opportunities to review and comment on plan materials, including the Draft and Final Blueprint, as well as the Draft Plan and associated analyses.
- **Interagency coordination:** FLMAs will be invited to participate in interagency coordination efforts alongside state, regional and local partners to ensure alignment on issues such as access, climate resilience and environmental protection.
- **Technical engagement:** As appropriate, FLMAs may be engaged through technical meetings or topic-specific discussions related to transportation access to federally managed lands, natural resource considerations and related planning issues.
- **Environmental review coordination:** If environmental review is required under state law, FLMAs will be consulted during the environmental review process to ensure consideration of potential impacts to federally managed lands and resources, consistent with applicable requirements.

Through this coordination, MTC and ABAG will seek to ensure that Plan Bay Area 2060 reflects the unique considerations associated with federally managed lands and supports ongoing collaboration with federal partners.

Native American Tribal Governments

Consultation with Native American Tribal governments will be an important component of Plan Bay Area 2060. Engagement with Tribes will begin early in the planning process and will be conducted in a manner that respects Tribal sovereignty and each Tribe's preferences for consultation.

Plan Bay Area 2060 will include outreach to federally recognized Tribes in the San Francisco Bay Area, as well as to California Native American Tribes identified by the Native American Heritage Commission as having tribal cultural resources in the region.

MTC and ABAG will provide written notification to Tribal governments regarding opportunities to participate in the plan development process and will remain available for consultation at the request of Tribal leadership. Tribes will be invited to request government-to-government consultation at any time during development of the plan.

Engagement activities may include government-to-government consultation meetings and other formats determined in coordination with Tribal representatives. These efforts are intended to support meaningful dialogue and collaboration throughout the planning process.

Presentations to Local Governments

Consistent with SB 375 requirements, Plan Bay Area 2060 will include at least one informational meeting in each county for elected officials to review and discuss the Draft Plan and provide input and recommendations.

Notice about these meetings will be provided to each clerk of the respective elected bodies. A single informational meeting may satisfy this requirement if attendance includes representatives of a majority of cities representing a majority of the population in the incorporated areas of the county.

V. Public Engagement Strategies

Development of Plan Bay Area 2060 will be a multi-year effort. Public engagement strategies and activities for each phase of the planning process will be shared in advance with the MTC Planning Committee and the ABAG Administrative Committee and posted on the Plan Bay Area website (planbayarea.org).

Throughout the planning process, engagement efforts will be guided by MTC's 2026 Public Participation Plan for the San Francisco Bay Area and will incorporate a range of tools and techniques designed to support meaningful participation from a broad set of partners and residents across the region.

a. Hybrid Engagement

Plan Bay Area 2060 will build on lessons learned from prior planning efforts and continue to advance a hybrid approach to public engagement. Hybrid engagement includes in-person and remote participation options, allowing individuals to participate in ways that are most convenient and accessible to them.

This approach reflects evolving expectations for public participation and recognizes that flexible engagement options can help expand participation across the region. By offering multiple ways to engage, Plan Bay Area 2060 will aim to reach a broader range of residents, including those who may face barriers to participating in traditional in-person meetings.

Engagement activities may include webinars, workshops, pop-up events, office hours and asynchronous opportunities to participate. These formats are designed to provide

meaningful opportunities for input while accommodating a variety of schedules, access needs and levels of familiarity with the planning process.

While certain engagement activities may be required as part of the planning process, Plan Bay Area 2060 will prioritize approaches that are inclusive, adaptable and responsive to participant needs. This includes continuing to meet people where they are and using a range of tools and techniques to support ongoing participation throughout the development of the plan.

b. CBO Partnerships

MTC-ABAG recognize that effective regional planning depends on meaningful collaboration with organizations that are deeply connected to the communities they serve. CBOs play a critical role in facilitating participation by residents who may not otherwise engage in regional planning processes due to barriers related to time, resources, language, or familiarity with government processes.

For Plan Bay Area 2060, MTC-ABAG will build on prior approaches by establishing a more continuous and collaborative partnership model with CBO partners. Through a competitive solicitation process, MTC-ABAG will contract with a diverse set of CBOs from across the region to support engagement activities throughout the plan's development.

CBO Partnership Approach

Rather than engaging CBOs on a limited or transactional basis, MTC-ABAG will work with partners as ongoing collaborators in the design and implementation of engagement activities. This approach reflects an understanding that CBO partners bring essential expertise, including strong relationships with community members, cultural and linguistic knowledge, and experience facilitating dialogue in ways that are locally relevant and accessible.

To support this model, MTC-ABAG will convene a CBO Collaborative Group composed of contracted partners from each Bay Area county that represent a wide range of community interests. The Collaborative will serve as a forum for regular coordination and shared learning and will play a vital role in shaping engagement strategies for Plan Bay Area 2060. Through this structure, CBO partners will:

- Co-design engagement priorities, strategies and materials
- Advise on approaches that are most appropriate and effective for their communities
- Identify opportunities to connect regional planning topics to locally relevant concerns

- Support the development of messaging and materials that are clear and accessible

The Collaborative will meet on a regular basis throughout key phases of the planning process to ensure that engagement strategies remain responsive and informed by on-the-ground perspectives.

Community-Led Engagement

CBO partners will lead engagement activities within their communities using approaches that are best suited to their audiences. These activities may include workshops, small group discussions, surveys, or other formats designed to facilitate meaningful participation.

This model allows engagement to be conducted in settings that are familiar and accessible, and through trusted relationships that encourage open and candid input. By supporting community-led engagement, MTC-ABAG aim to broaden participation and ensure that a wide range of perspectives are reflected in the plan.

staff will coordinate closely with CBO partners and, where appropriate, participate in engagement activities to provide context, answer questions and support dialogue. This coordinated approach helps ensure that community input is both informed and effectively incorporated into the planning process.

Integration of Community Input

Input gathered through CBO-led engagement will be documented and incorporated into the broader engagement program for Plan Bay Area 2060. Feedback will be considered alongside input received through other engagement channels and will help inform key decisions throughout the development of the plan.

By working in partnership with CBOs throughout the planning process, MTC-ABAG aim to strengthen the connection between regional planning efforts and the day-to-day experiences of residents across the Bay Area, ensuring that the plan reflects a broad and diverse range of perspectives.

c. Engagement Activities

In addition to engagement activities aligned with key milestones, Plan Bay Area 2060 will include a range of ongoing engagement activities designed to inform, involve and gather input from the public throughout the planning process.

i. Advance Notice

- Provide clear information about the planning process and upcoming engagement opportunities in advance of each phase and post updates on the Plan Bay Area website.
- Maintain an up-to-date calendar of meetings and events.
- Share timely notifications through email updates, social media and partner networks.
- Post agendas and meeting materials online in accordance with applicable requirements.
- Maintain a contact database to keep interested parties informed throughout the multi-year process.
- Provide public review periods for key plan materials prior to adoption, consistent with applicable requirements.
- Issue press releases and coordinate with media outlets to increase public awareness.

ii. Virtual, Asynchronous and In-Person Events

- Provide opportunities for participation across all counties on key topics related to Plan Bay Area 2060.
- Conduct workshops (in-person, virtual, or a combination), public meetings, open houses and hearings at a range of times, including evenings and weekends, to accommodate varying schedules.
- Host events in accessible and convenient locations and offer remote participation options.
- Use webinars, hybrid workshops and telephone-based participation to expand access.
- Maintain a respectful and inclusive environment that encourages open dialogue and participation.
- Hold public hearings on key plan milestones, consistent with applicable requirements.

iii. Digital Engagement

- Maintain a comprehensive project website (planbayarea.org) as the central hub for information and participation.
- Use social media and digital outreach to share updates, promote engagement opportunities and expand reach.

- Provide interactive online tools, such as surveys, polls and mapping tools, to gather input.
- Maintain an archive of materials and past engagement activities for public reference.
- Ensure digital content is mobile-friendly and accessible.

iv. Media Outlets

- Issue press releases to media outlets, including ethnic, foreign-language and community media, to provide updates on plan development and encourage coverage across radio, television, newspapers and online platforms.
- Translate news releases and outreach materials related to public meetings and engagement opportunities in accordance with [MTC's Plan for Special Language Services to Limited English Proficient \(LEP\) Populations](#).

v. Broadening Participation

Plan Bay Area 2060 recognizes that not all communities have historically had the same opportunity or access to participate in regional planning processes. As a result, engagement for this plan will include intentional strategies to expand participation and ensure that a wide range of perspectives are reflected:

- Design engagement approaches to provide multiple ways for people to participate and reduce common barriers related to time, access, language and familiarity with the planning process.
- Conduct targeted outreach to reach a broad cross-section of Bay Area residents, including communities that may face barriers to participating in traditional engagement processes.
- Partner with CBOs to support outreach and engagement through trusted, locally relevant channels and relationships.
- MTC-ABAG proactively works to reduce barriers to participation by offering language access services and reasonable accommodations for people with disabilities. Members of the public may request interpretation, translation or other accommodations by contacting the MTC Public Information Office at (415) 778-6757 or info@bayareametro.gov. Staff request at least three working days' notice whenever feasible.
- Leverage existing community meetings, events and gathering spaces to connect with participants in familiar and accessible settings.

- Consider the needs of a wide range of participants, including older adults, individuals with varying levels of access to technology and those with limited availability during traditional meeting times.

vi. Innovative Educational Content

- Develop clear, accessible materials to explain complex planning topics and support informed participation.
- Use visual storytelling, graphics and simplified summaries to make key concepts easier to understand, which may include story maps, scroll-activated interactive web design (“scrollytelling”) and other innovative web designs.
- Incorporate interactive tools and activities to help illustrate trade-offs, scenarios and potential outcomes.
- Explore the use of participatory games to reach new audiences and increase familiarity with complex dynamics of regionwide long-range planning through simulation and play.
- Explain abstract or convoluted issues through relatable stories and highlight human-scale impacts and connections to everyday concerns through personal accounts and profiles.
- Provide content in a range of formats, including mobile-friendly design, to support different learning styles and levels of familiarity with regional planning.

vii. Digital Video Assets

- Expand the use of video as a core communication and engagement tool to convey complex ideas in a concise and engaging format.
- Develop short, plain-language explainer videos, animations and recorded presentations to introduce key topics, processes and planning concepts.
- Share video content across multiple platforms to support outreach and ongoing engagement throughout the planning process.
- Use video to provide updates, highlight engagement activities and expand engagement beyond traditional written materials to reach a broader range of audiences.

viii. Youth Engagement

- Develop targeted strategies to engage youth in the planning process and provide opportunities for meaningful participation.
- Partner with schools, academic programs and nonprofit organizations to connect with youth across the region.
- Explore opportunities to establish youth-focused advisory groups or incorporate youth perspectives into existing engagement structures.
- Coordinate with existing programs, such as youth academies or internship initiatives, to support learning and participation.
- Design engagement activities that are relevant, accessible and responsive to the interests and experiences of younger audiences.

ix. Other Strategies

- Develop a style guide for public presentations that encourages clear, easy-to-read slides using plain language, visuals and relatable examples whenever possible.
- Use paid digital promotion to increase awareness and participation.
- Conduct pop-up outreach at community events and public gathering spaces.
- Use data visualization tools such as maps, graphics and simulations to communicate planning concepts.
- Conduct surveys or statistically valid polling, as appropriate.
- Provide summaries of public input through the Plan Bay Area website.
- Communicate how public input has informed planning decisions and outcomes.

VI. Public Participation Goals

People who take the time to participate in the planning process should feel their contributions are valued and meaningful. Plan Bay Area 2060 is guided by the following public participation goals, which will inform engagement strategies, communications approaches and ongoing evaluation of the public participation program throughout the planning process.

Promote transparency and provide clear, accessible information

Plan Bay Area 2060 will support meaningful public participation by providing timely, accurate and easy-to-understand information about the planning process, key milestones, opportunities for engagement and decision-making activities.

Objectives and Approaches:

- Provide early and ongoing notice of engagement opportunities and decision points.
- Develop materials using clear, plain language and accessible formats.
- Maintain a central, up-to-date source of information through the Plan Bay Area website and related communication channels.
- Incorporate storytelling, visual materials, digital tools and video content to help explain complex planning topics and connect them to everyday experiences.

Expand participation and reduce barriers to engagement

Plan Bay Area 2060 will provide multiple ways for people to participate and will use flexible and inclusive approaches designed to reduce barriers to participation across the region.

Objectives and Approaches:

- Offer a range of engagement formats, including webinars, hybrid workshops and asynchronous participation opportunities.

- Partner with community-based organizations (CBOs) and local partners to support outreach and participation.
- Provide language access and accommodations for people with disabilities upon request.
- Use flexible approaches to reach participants across different communities, schedules, geographies and access needs.
- Incorporate digital engagement and emerging tools to expand participation opportunities.

Support meaningful participation and help inform decision-making

Plan Bay Area 2060 will provide opportunities for public input to meaningfully inform planning discussions and decision-making throughout the development of the plan.

Objectives and Approaches:

- Provide participants with clear information about how and when input can influence the process.
- Share public feedback and input with decision-makers in a timely and accessible manner.
- Communicate how public input was considered and incorporated into the planning process.
- Support ongoing dialogue with communities and partners throughout the development of the plan.

Build public understanding and capacity around regional planning issues

Plan Bay Area 2060 will support public understanding of regional planning topics and help participants engage with complex issues related to transportation, housing, the environment and long-range planning.

Objectives and Approaches:

- Incorporate educational content throughout each phase of engagement. Use visual materials, digital content, videos and other tools to explain key planning concepts.
- Provide context on trade-offs, scenarios and potential outcomes to support informed participation.
- Connect planning concepts and strategies to real-world projects, policies, investments and community experiences.

Use responsive and evolving engagement approaches

Plan Bay Area 2060 will continue to adapt engagement strategies over time based on participation trends, public feedback, lessons learned and changing conditions throughout the planning process.

Objectives and Approaches:

- Monitor participation and engagement outcomes throughout the process. Adjust strategies and tools as needed to improve accessibility, effectiveness and participation.
- Incorporate new approaches and technologies, including digital tools and video content, where appropriate.
- Coordinate engagement activities internally and externally, where feasible, to support consistency and help reduce engagement fatigue.

Measuring Progress

Plan Bay Area 2060 may evaluate progress toward these public participation goals using a range of qualitative and quantitative indicators. Performance measures may be refined over time as engagement strategies evolve throughout the planning process.

Examples of indicators that may be used to evaluate engagement efforts include:

- Participation levels across engagement activities, formats and platforms.
- Geographic distribution of engagement activities and participants.
- Participation in multilingual, accessible and digital engagement opportunities.
- Participation and engagement supported through CBO partnerships and community collaborations.
- Public engagement with educational materials, videos, digital content and storytelling efforts.
- Website, email and digital engagement analytics, including participation trends and content engagement.
- Participant feedback regarding accessibility, usefulness and clarity of engagement materials and opportunities.
- Public understanding of how input informed planning discussions and decision-making.
- Participation in continuous engagement activities between major plan milestones.
- Adjustments made to engagement approaches in response to feedback, participation trends or identified gaps.