

Meeting Agenda

Joint MTC ABAG Legislation Committee

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

Friday, February 13, 2026

9:50 AM

Board Room - 1st Floor

This meeting shall consist of a simultaneous teleconference call at the following location(s):
70 W. Hedding Street, East Wing, 10th Floor, Supervisor Duong's Conference Room, San Jose,
CA 95110

575 Administration Drive, Room 100A, Santa Rosa, CA 95403 - Supervisor Rabbitt
San José City Hall, 200 East Santa Clara Street, San Jose, CA 95113, 18th Floor, Conference
Room 1853 -Councilmember Campos

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/84710407743>

iPhone One-Tap: US: +16694449171,,84710407743#

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: 847 1040 7743

International numbers available: <https://bayareametro.zoom.us/j/84710407743>

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 or may submit comments by email at
info@bayareametro.gov by 5:00 p.m. the business day 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.

Clerk: 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. 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).

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.** [26-0084](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the January 9, 2026 Meeting
- Action:** Committee Approval
- Attachments:** [2a_26-0084_2026-01-09_Joint_MTC_ABAG_Legislation_Committee_Meeting](#)
-
- 2b.** [26-0085](#) 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:** Julie Snyder
- Attachments:** [2b_26-0085_Handout-February_Legislative_History.pdf](#)
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- 2c.** [26-0086](#) 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:** [2c_26-0086_Handout_MTC_January_2026_Report.pdf](#)

3. State Legislation

3a. [26-0104](#) Overview of the Governor’s Proposed Fiscal Year 2026-27 State Budget

Update on transportation, housing, and other regional priorities.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [3ai 26-0104 Summary Sheet State Budget Update.pdf](#)
[3aii 26-0104 Attachment A 01.15.26 Bay Area Caucus Letter re State Tra](#)
[3aiii 26-0104 Handout-Attachment B Trailer Bill Bay Area Transit Loan.pdf](#)

3b. [26-0196](#) Senate Bill (SB) 375 Modernization Legislation

Status update on development of legislation to update SB 375, the 2008 state law that established the requirement for regions to develop sustainable communities strategies.

Action: Information

Presenter: Julie Snyder

Attachments: [3bi 26-0183 Summary Sheet SB 375.pdf](#)
[3bii 26-0183 Attachment A-List of Stakeholders.pdf](#)

4. Public Comment / Other Business

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

5. Adjournment / Next Meetings

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

Public Comment: The public is encouraged to comment on agenda items at 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 Título 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 #: 26-0084, **Version:** 1

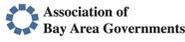
Subject:

Approval of Joint MTC ABAG Legislation Committee Minutes of the January 9, 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

David Canepa, Chair
Ken Carlson, Vice Chair

Friday, January 9, 2026

09:45

Board Room - 1st Floor

Roster

David Canepa (Chair), Eddie Ahn, Candace Andersen, Pat Burt, Pamela Campos,
Ken Carlson (Vice Chair), Noelia Corzo, Betty Duong, Pat Eklund, Marilyn Ezzy Ashcraft,
Dorene M. Giacomini*+, Alicia John-Baptiste, 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 David Canepa called the meeting to order at 11:07 a.m.

Non-Voting Member Present: Committee Member Giacomini
Ex Officio Voting Members Present: Commission Chair Noack and
Commission Vice Chair Moulton-Peters
Ad Hoc Non-Voting Member Present: Commissioner Papan
Non-Voting Member Commissioner Giacomini invoked SB 707.

Betty Duong, Supervisor, County of Santa Clara was appointed to the Joint MTC ABAG Legislation Committee to represent ABAG effective January 9, 2026.

1. Call to Order / Roll Call / Confirm Quorum

Present: 11 - Chair Canepa, Vice Chair Carlson, Committee Member Andersen, Committee Member Burt, Committee Member Corzo, Committee Member Eklund, Committee Member Ashcraft, Committee Member John-Baptiste, Committee Member Mashburn, Committee Member Romero and Committee Member Williams

Absent: 6 - Committee Member Ahn, Committee Member Campos, Committee Member Mahan, Committee Member Rabbitt, Committee Member Ramos and Committee Member Duong

2. Consent Calendar

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

Aye: 11 - Chair Canepa, Vice Chair Carlson, Committee Member Andersen, Committee Member Burt, Committee Member Corzo, Committee Member Eklund, Committee Member Ashcraft, Committee Member John-Baptiste, Committee Member Mashburn, Committee Member Romero and Committee Member Williams

Absent: 6 - Committee Member Ahn, Committee Member Campos, Committee Member Mahan, Committee Member Rabbitt, Committee Member Ramos and Committee Member Duong

- 2a. [26-0007](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the December 12, 2025 Meeting

Action: Committee Approval

Attachments: [2a_26-0007_2025-12-12_Joint_MTC_ABAG_Legislation_Committee_Meeting_Minutes_Draft.pdf](#)

- 2b. [26-0064](#) 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: Julie Snyder

Attachments: [2b_26-0064_Handout-January_Legislative_History.pdf](#)

- 2c. [26-0008](#) 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: [2c_26-0008_Handout_MTC_December_2025_Report.pdf](#)

3. Action

3a. [25-1366](#) ABAG Resolution No. 5-2025, Revised. and MTC Resolution No. 4686, Revised. Approval of MTC ABAG Community Advisory Council Appointments

Refer the nominees to the inaugural MTC ABAG Community Advisory Council (term running from January 1, 2026 to December 31, 2029) to the ABAG Executive Board and Metropolitan Transportation Commission for approval.

Action: ABAG Executive Board Approval
Commission Approval

Presenter: Ky-Nam Miller

Attachments: [3ai 25-1366 Summary Sheet Community Advisory Council.pdf](#)
[3aii 25-1366 MTC RES-4686 Community Advisory Council.pdf](#)
[3aiii 25-1366 ABAG Resolution No 5-2025 Community Advisory Council.pdf](#)

Upon the motion by Committee Member Ashcraft and second by Committee Member Eklund, ABAG Resolution No. 5-2025, Revised. and MTC Resolution No. 4686, Revised. Approval of MTC ABAG Community Advisory Council Appointments was adopted as amended to be forwarded to direct staff to proceed to fill the vacant Civic Organization position, by consulting with the regional office of the League of Women Voters, as well as the other candidates who had applied and achieved sufficient scoring under the Civic Organization category, and to periodically evaluate the number of representatives in each category. The Committee unanimously the recommendation to the ABAG Executive Board and Commission for approval, respectively. The motion carried by the following vote:

Aye: 11 - Chair Canepa, Vice Chair Carlson, Committee Member Andersen, Committee Member Burt, Committee Member Corzo, Committee Member Eklund, Committee Member Ashcraft, Committee Member John-Baptiste, Committee Member Mashburn, Committee Member Romero and Committee Member Williams

Absent: 6 - Committee Member Ahn, Committee Member Campos, Committee Member Mahan, Committee Member Rabbitt, Committee Member Ramos and Committee Member Duong

3b. [26-0080](#) Final 2026 MTC and ABAG Joint Advocacy Program

Final 2026 Joint Advocacy Program for MTC and ABAG, expressing the agencies' state and federal legislative priorities.

Action: ABAG Executive Board Approval
Commission Approval

Presenter: Georgia Gann Dohrmann

Attachments: [3bi 26-0080 Summary Sheet 2026 Advocacy Program.pdf](#)
[3bii 26-0080 Attachmant A DRAFT 2026 MTC ABAG Advocacy Program Leg Committee Comments.pdf](#)

Upon the motion by Committee Member Eklund and second by Committee Member Andersen, the Final 2026 MTC and ABAG Joint Advocacy Program was unanimously adopted to be forwarded to the ABAG Executive Board and Commission for approval, respectively. The motion carried by the following vote:

Aye: 11 - Chair Canepa, Vice Chair Carlson, Committee Member Andersen, Committee Member Burt, Committee Member Corzo, Committee Member Eklund, Committee Member Ashcraft, Committee Member John-Baptiste, Committee Member Mashburn, Committee Member Romero and Committee Member Williams

Absent: 6 - Committee Member Ahn, Committee Member Campos, Committee Member Mahan, Committee Member Rabbitt, Committee Member Ramos and Committee Member Duong

4. State Legislation

4a. [26-0063](#) Fiscal Year 2026-27 State Budget

Overview of the state's fiscal condition and update on the Governor's Fiscal Year 2026-27 State Budget (if released by meeting date).

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [4a 26-0063 Summary Sheet Overview Gov Newsom Fiscal Year 2026-27 State Budget Proposal.pdf](#)

5. Information

5a. [25-1376](#) Sacramento and Washington, D.C. Visits

Update on preparations for MTC-ABAG's 2026 legislative advocacy trips.

Action: Information

Presenter: Julie Snyder

Attachments: [5a 25-1376 Summary Sheet Sacramento and Washington D.C. Visits.pdf](#)

6. Public Comment / Other Business

Roland Lebrun spoke on this item.

7. Adjournment / Next Meetings

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

Chair David Canepa adjourned the meeting at 12:11 p.m.

Metropolitan Transportation Commission

Legislation Text

File #: 26-0085, **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:
Julie Snyder

Recommended Action:
Information

Attachments:

Legislation Committee Report

Tuesday, February 10, 2026

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
Brown Act					
SB 239 Arreguín	Amended 04/07/2025	Read third time. Passed. (Ayes 29. Noes 11.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	Open meetings: teleconferencing: subsidiary body. The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Current law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at each physical meeting location designated by the subsidiary body, as specified. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified. (Based on 04/07/2025 text)	Sponsor	Sponsor

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
Housing: planning					
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 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)</p>	Providing technical assistance	Providing technical assistance

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
Housing: preservation					
AB 736 Wicks	Amended 04/10/2025	In Senate. Read first time. To Com. on RLS. for assignment.	The Affordable Housing Bond Act of 2026. Would enact the Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program. (Based on 04/10/2025 text)	Support and Seek Amendments	Support and Seek Amendments
SB 417 Cabaldon	Amended 01/22/2026	Read third time. Urgency clause adopted. Passed. (Ayes 30. Noes 9.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	The Affordable Housing Bond Act of 2026. Under current 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. Current 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, 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)	Support and Seek Amendments	Support and Seek Amendments

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
Housing: production					
AB 736 Wicks	Amended 04/10/2025	In Senate. Read first time. To Com. on RLS. for assignment.	The Affordable Housing Bond Act of 2026. Would enact the Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the CalHome Program, and the Joe Serna, Jr. Farmworker Housing Grant Program. (Based on 04/10/2025 text)	Support and Seek Amendments	Support and Seek Amendments
SB 417 Cabaldon	Amended 01/22/2026	Read third time. Urgency clause adopted. Passed. (Ayes 30. Noes 9.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	The Affordable Housing Bond Act of 2026. Under current 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. Current 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, 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)	Support and Seek Amendments	Support and Seek Amendments

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
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
Regional Planning: SCS Updates					
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)	Providing technical assistance	None

Bill Number	Current Text	Status	Brief Summary	MTC Position	ABAG Position
Transportation System Effectiveness					
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)	<p>Operators of toll facilities: interoperability programs: vehicle information.</p> <p>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)</p>	None	None

**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 #: 26-0086, **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**

February 13, 2026

Agenda Item 2c

Washington D.C. Legislative Update

Subject:

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

Issues:

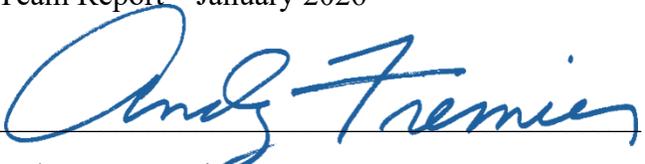
None identified.

Recommendations:

Information

Attachments:

- Attachment A: Summit Strategies Team Report – January 2026



Andrew B. Fremier



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Summit Strategies Team Report – January 2026

From: Summit Strategies Team

To: Andrew B. Fremier, Executive Director

Date: February 13, 2026

Subject: January 2026 Federal Policy Monthly Report

- **Fiscal Year 2026 Transportation and Housing Funding Bill Enacted**
 - **House Passes “Housing for the 21st Century” Bill Package**
 - **Trump Administration Abandons Effort to Tie Transportation Funding to Immigration Policies**
 - **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.

Fiscal Year 2026 Transportation and Housing Funding Bill Enacted

On February 3, 2026, the President signed a four-bill appropriations package that included the Defense; Homeland Security; Labor-HHS-Education; and Transportation-HUD spending bills for fiscal year (FY) 2026, which began on October 1, 2025. The package provides the U.S. Department of Transportation (U.S. DOT) with a discretionary total of \$25 billion (\$111 million below the fiscal year (FY) 2025 enacted level) and \$83 billion in obligation limitation for highway and airport trust fund programs for a total of \$108 billion in budgetary authority. This includes:

- \$64 billion in budgetary resources for the Federal Highway Administration (FHWA), which is \$2 billion above the enacted FY 2025 level. This includes \$63 billion for Highway Trust Fund programs.
- \$17 billion in total budgetary resources for the Federal Transit Administration (FTA), which is \$165 million below the enacted FY 2025 level.
 - This includes \$1.7 billion for Capital Investment Grants (CIG), which is a \$505 million decrease from the enacted FY 2025 level (however, this is combined with unallocated balances and \$1.6 billion in advanced appropriations from the Infrastructure Investment and Jobs Act, which means the bill provides \$3.7 billion for 21 CIG projects). This includes \$100 million for BART to Silicon Valley, Phase II and \$100 million for the Portal project (i.e. the Transbay Downtown Rail Extension Project)
 - \$100 million for transit planning, capital and/or operating expenses related to hosting matches or other public events held in the 2026 World Cup U.S. host cities. (The San Francisco Bay Area is one of the 11 domestic host cities.)

House Passes “Housing for the 21st Century” Bill Package

On February 9, 2026, the U.S. House of Representatives passed the bipartisan Housing for the 21st Century Act by a vote of 390-9. The bill combines provisions from more than 40 previously introduced measures into a single package aimed at reducing regulatory barriers to housing production, streamlining environmental and program reviews, updating tools such as HOME and Community Development Block Grants, expanding financing options, supporting manufactured

housing and community-bank investment, and strengthening oversight of federally assisted housing providers. The package also incorporates provision from Congressman Sam Liccardo's BUILD Housing Act (H.R. 4910) and Unlocking Housing Supply Through Streamlined and Modernized Reviews Act (H.R. 4660) which are intended to speed up reviews and help accelerate affordable housing construction. (Congressman Liccardo is the Bay Area's representative on the House Financial Services Committee, with jurisdiction over housing). The House bill reflects growing congressional momentum on housing affordability and supply and is intended to complement the Senate's ROAD to Housing Act. The two chambers would need to reconcile their respective packages before any comprehensive federal housing legislation can be enacted.

Trump Administration Abandons Effort to Tie Transportation Funding to Immigration Policies

The Trump Administration in January dropped its appeal of a November federal court ruling that blocked U.S. DOT from withholding transportation funding from states based on their level of cooperation with Immigration and Customs Enforcement (ICE). The case began after Transportation Secretary Sean Duffy issued a letter threatening to withhold billions in federal transportation funding from states that do not cooperate with ICE. Twenty-one states filed a lawsuit against the letter, and a federal court ruled the proposed conditioning of funds was unlawful. The administration's decision to dismiss its appeal leaves that ruling in place. While this resolves the current litigation, it does not necessarily preclude future federal actions related to immigration enforcement and funding conditions through other policy or legal avenues.

Supporting MTC Priorities in Congress

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

In January, the House Transportation & Infrastructure Committee held a 'Member Day' which provided an open forum for all Members of the House to come before the Committee and discuss/support any issue that is under the Committee's jurisdiction. In advance of that hearing, your advocacy team provided suggestions and talking points for Bay Area members to include in the verbal and written testimony. These talking points highlighted the need for a robust,

multimodal, and bipartisan transportation bill. Specifically, the information provided reflected the MTC adopted priorities including robust transit funding for the core transit formulas, including Section 5337 State of Good Repair and the Capital Investment Grant Program, opposition to cuts to California’s federal highway funding, support for a Resilient Regions Challenge demonstration program, and several policy provisions to improve transportation project delivery. The testimony provided will be used by the Committee as they plan for and develop the upcoming reauthorization bills for surface transportation, water infrastructure, and aviation.

This month, the DC Team organized a meetings for MTC staff with the Offices of Representatives Mark DeSaulnier (D-CA), Jared Huffman (D-CA), John Garamendi (D-CA), Senators Alex Padilla (D-CA) and Adam Schiff (D-CA), and the House Transportation and Infrastructure Committee Highways and Transit subcommittee to discuss surface transportation reauthorization. The DC Team also staffed these meetings and provided strategic guidance.

This month, the DC Team also scheduled a virtual meeting with Representative Lateefah Simon (D-CA). MTC staff provided technical input that was incorporated into Simon’s planned transit-oriented development (TOD) legislation.

MTC staff and the DC Team also provided regular updates to interested Bay Area congressional delegation members and staff on the Bay Area transit loan. California Transit Loan Update, including projects involving SF Muni, BART, AC Transit, and Caltrain. We also coordinated with Washington D.C. staff to support a site visit to MTC, including a tour of the West Oakland Link and other priority projects, further strengthening collaboration and familiarity with regional initiatives.

National Transportation News Roundup (links to articles)

- [Five ways D.C.-area commutes have changed since the pandemic \(The Washington Post\)](https://www.washingtonpost.com/dc-md-va/2026/01/22/dc-region-commuting-survey-mcog/)
<https://www.washingtonpost.com/dc-md-va/2026/01/22/dc-region-commuting-survey-mcog/>
- [What a Public Transit ‘Moonshot’ Would Cost the U.S. \(Governing\)](https://www.governing.com/transportation/what-a-public-transit-moonshot-would-cost-the-u-s)
<https://www.governing.com/transportation/what-a-public-transit-moonshot-would-cost-the-u-s>

- [How SF is navigating a pivotal year in transportation \(Axios\)](https://www.axios.com/local/san-francisco/2026/01/21/sf-transportation-2026-super-bowl-crisis)
<https://www.axios.com/local/san-francisco/2026/01/21/sf-transportation-2026-super-bowl-crisis>
- [Work Will Stop on Critical Tunnel Project Unless Trump Restores Funding \(The New York Times\)](https://www.nytimes.com/2026/01/27/nyregion/udson-tunnel-gateway-funding.html)
<https://www.nytimes.com/2026/01/27/nyregion/udson-tunnel-gateway-funding.html>

Metropolitan Transportation Commission

Legislation Text

File #: 26-0104, **Version:** 1

Subject:

Overview of the Governor's Proposed Fiscal Year 2026-27 State Budget

Update on transportation, housing, and other regional priorities.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Information

Attachments:

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

February 13, 2026

Agenda Item 3a

Overview of the Governor’s Proposed Fiscal Year 2026-27 State Budget

Subject:

Update on transportation, housing, and other regional priorities.

Summary:

In January, Governor Newsom released his proposed fiscal year (FY) 2026-27 state budget amid continued fiscal constraints and lower-than-anticipated revenues from the Greenhouse Gas Reduction Fund (GGRF). While the budget does not propose major new investments, it includes several items of relevance to the San Francisco Bay Area.

Bay Area Transit Loan

On January 30, 2026, Governor Newsom, the Department of Finance (DOF) and MTC reached an agreement on a \$590 million loan for Bay Area transit agencies that will avert major service cuts at AC Transit, BART, Caltrain, and SF Muni (while also protecting funding for the Bay Area’s priority capital projects). Consistent with Senate Bill 105 enacted last year, the loan agreement includes a clearly defined repayment structure, a guaranteed revenue source to secure the loan and an agreed-upon interest rate, as follows:

- 12-year repayment term, with interest-only payments during the first two years.
- Repayment secured by AC Transit, BART, Caltrain and SF Muni’s “revenue-based” portion of State Transit Assistance.
- Variable interest rate tied to the state’s Surplus Money Investment Fund, ensuring the state is repaid at the same rate it would have earned had the funds remained in state accounts.

This agreement followed months of negotiations between state partners and MTC, in close coordination with AC Transit, BART, Caltrain, SF Muni and VTA. As a reminder, DOF in December proposed to authorize MTC to loan funds from capital projects located in the Bay Area to Bay Area transit agencies to fund near-term operations. MTC and Bay Area transit partners raised concerns that the proposal could put major capital projects, and related federal matching funds, at risk. Bay Area partners worked closely with the administration to advocate

for a solution that addresses near-term operating needs, avoids an impact on the state General Fund, and does not put major capital projects or related funding at risk. A letter signed by 19 Bay Area state legislators supporting this effort is included as Attachment A, and a copy of the trailer bill language is included as Attachment B

Cap and Invest (GGRF) Expenditure Plan

The Governor’s budget includes a Cap-and-Invest Expenditure Plan for FY 2026–27. The Budget projects GGRF proceeds of approximately \$3.8 billion – about \$500 million below the roughly \$4.3 billion that would be needed to fully fund the dollar amounts contemplated in Senate Bill (SB) 840 (the 2025 Cap-and-Invest expenditure plan) across all Cap-and-Invest programs and other commitments, including backfilling for the state responsibility area fee, manufacturing tax credit, and state operations.

Under SB 840, several commitments are taken “off the top” before funding flows to transit, housing and other programmatic investments, including \$1 billion for high-speed rail and \$1 billion in discretionary funds. The Administration’s January budget proposes a multi-year expenditure plan for the discretionary \$1 billion, including the following line items for FY 2026-27:

- \$750 million for CAL FIRE; and
- \$250 million for the SB 840’s FY 2026-27 commitments, as follows:
- \$125 million for transit passes, which the MTC-ABAG 2026 Legislative Advocacy Program recommends be used to expand Clipper® BayPass access to Bay Area community college students;
- \$25 million for a UC climate research center;
- \$15 million for Topanga State Park; and
- \$85 million for climate innovation.

Notably absent from this list is SB 125 transit funds, the multi-year transit funding package approved in the 2023 State Budget, which provided funding to public transit agencies across the state, and of which, the Bay Area is supposed to receive \$1.1 billion. Of the \$5.1 billion multi-year SB 125 transit package, nearly \$700 million depends on future GGRF appropriations, including \$230 million in FY 2026-27 (including \$80 million for the Bay Area) and another

\$460 million in FY 2027-28), but the January Budget does not propose to fund these commitments.

Also of note, the Governor’s budget does not propose to use any of the \$1 billion in discretionary GGRF funds to make the transit, housing and SB 840 Cap-and-Invest programs “whole.” SB 840 prescribed annual funding targets for the Affordable Housing and Sustainable Communities (AHSC) program (\$800 million), the Transit and Intercity Rail Capital Program (TIRCP) (\$400 million), the Low Carbon Transit Operations Program (LCTOP) (\$200 million), Assembly Bill 617 community air protection (\$250 million), fire prevention (\$200 million) and safe drinking water (\$130 million). However, if GGRF proceeds are insufficient to meet the “off the top” obligations, fully fund those statutory targets, and fund state operations costs (proposed at \$120 million in the budget), SB 840 applies a proportional reduction to the listed programs. With GGRF proceeds forecast to fall below the target of \$4.3 billion, the Governor’s budget proposes a nearly 30 percent cut to AHSC, TIRCP, LCTOP, and other listed programs relative to the amounts in SB 840.

Proposed Changes to the AHSC Program

Finally, the Administration proposes to restructure the AHSC program into two components: a housing capital component administered by the recently-created California Housing Development and Finance Committee (approximately 70 percent of funds), and a Strategic Growth Council–administered component focused on sustainable communities and conservation investments to support “regional priorities” (approximately 30 percent). The Governor’s budget frames this proposal as a way to better coordinate the state’s housing funding and financing programs, streamline administration, accelerate project delivery, and “maximize the impact of limited ongoing resources in advancing climate-aligned housing, land-use, and transportation outcomes.” See agenda Item 3a for an overview of how this restructuring could provide a vehicle for funding a regional Sustainable Communities Strategies implementation program (i.e., “Regional Early Action Planning Grant Program 3”).

Other Housing and Homelessness

The Governor's budget doesn't propose investing any new funding in affordable housing production or preservation or to prevent/address homelessness. Two items of note, however:

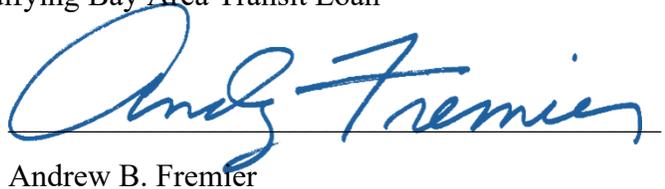
- The budget alludes to the soft commitment made last year to fund the Homeless Housing, Assistance and Prevention program at \$500 million in the FY 2026-27 budget, subject to new accountability measures, but does not actually include funding for it.
- It also mentions that the May Revise may include "creative financing mechanisms" to support rebuilding homes damaged/destroyed in 2025 Los Angeles wildfires.

Recommendation:

Information

Attachments:

- Attachment A: Bay Area Caucus Letter on State Transit Loan for Bay Area Transit
- Attachment B: Draft Trailer Bill Codifying Bay Area Transit Loan



Andrew B. Fremier

California State Senate

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JESSE ARREGUÍN
SEVENTH SENATE DISTRICT



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COMMITTEES

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BUSINESS, PROFESSIONS
& ECONOMIC DEVELOPMENT
ENERGY, UTILITIES
& COMMISSIONS
HOUSING
LOCAL GOVERNMENT
TRANSPORTATION

January 15, 2026

The Honorable Gavin Newsom
Governor, State of California
1021 O Street, 9th Floor
Sacramento, CA 95814

RE: State Loan for Bay Area Transit Agencies

Dear Governor Newsom:

As members of the Bay Area Caucus, we write to thank you for your longstanding support of public transit, including your September press statement that "the state will offer short-term financial assistance to support Bay Area transit agencies with hundreds of millions of dollars," as well as the acknowledgement in your January budget proposal that near-term action is needed to stabilize Bay Area transit systems.

We also want to thank you for signing Senate Bill 63 (Wiener/Arreguín) last year, which provided a critical pathway to long-term financial sustainability for Bay Area transit. To avert major transit service cuts through early summer 2027 – when revenue from an SB 63-enabled ballot measure could be available – it is essential that the financial solution be structured in a way that provides stability without undermining long-term investments.

We recognize that, given the state's fiscal pressure, there is interest in exploring whether transit capital resources associated with projects that have longer timelines could help address near-term operating challenges. At the same time, we are concerned that, absent a clear commitment from the state to fully honor existing grant awards, the January 9th proposal from the Department of Finance (DOF) could have unintended consequences for project schedules and matching funds, including approximately \$6 billion in federal funding, and could harm public support for transit measures anticipated to be put before voters in 2026.

Near-term financial assistance through early budget action is urgently needed to avert major service cuts. This assistance must be structured to address near-term operating needs while protecting long-term capital commitments.

We appreciate the time and diligence DOF has invested over the last several months, but significant additional work is needed. We support the proposed structure described

by MTC in their letter to DOF on December 24, 2025 – which does not rely on the General Fund for the loan principal, guarantees a reliable repayment mechanism, avoids risks to capital projects, and ensures the public transit system in the Bay Area avoids major service cuts.

In addition to averting major transit cuts that would impact workers and riders before a regional transit ballot measure this November, a state loan will help ensure our transit system is prepared to support the upcoming International Federation of Association Football (FIFA) World Cup this June. Levi's Stadium has been selected to host six World Cup matches, and these matches will bring thousands of visitors from across the world. The Bay Area is ready to welcome visitors and residents alike to these games with a seamless transit system that now accepts fare payment by contactless bank card. The requested loan will help maintain current service levels, helping ensure World Cup visitors and Bay Area residents can count on transit to travel reliably and seamlessly to the games and throughout the region.

We appreciate your leadership on this issue and respectfully request resolution of this matter by the end of the month.

Sincerely,

JESSE ARREGUÍN
Senator, 7th District

JOSH BECKER
Chair, 13th Senate District

JERRY MCNERNEY
Senator, 5th District

SCOTT WIENER
Senator, 11th District

ANAMARIE ÁVILA FARÍAS
Assemblymember, 15th District

CHRISTOPHER CABALDON
Senator, 3rd District

LORI D. WILSON
Assemblymember, 11th District

TIM GRAYSON
Senator, 9th District



PATRICK AHRENS
Assemblymember, 26th District



MARC BERMAN
Assemblymember, 23rd District



MATT HANEY
Assemblymember, 17th District



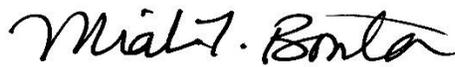
CATHERINE STEFANI
Assemblymember, 19th District



LIZ ORTEGA
Assemblymember, 20th District



GAIL PELLERIN
Assemblymember, 28th District



MIA BONTA
Assemblymember, 18th District



DR. AISHA WAHAB
Senator, 10th District



ASH KALRA
Assemblymember, 25th District



ALEX LEE
Assemblymember, 24th District



CHRIS ROGERS
Assemblymember, 2nd District

cc: Joe Stephenshaw, Director, California Department of Finance
Teresa Calvert, Program Budget Manager, California Department of Finance

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS
FOLLOWS:

SECTION 1. Section 75227 is added to the Public Resources Code,
immediately following Section 75226, to read:

75227. (a) This section shall apply notwithstanding any other law.

(b) For purposes of this section, the following definitions apply:

(1) "Public transit operating purposes" includes, but is not limited to, costs necessary to avoid or mitigate service reductions and costs to maintain or restore existing transit service levels for bus, rail, and other public transportation services. "Public transit operating purposes" does not include capital construction costs or any other capital expenses.

(2) "Region" means the region described in Section 66502 of the Government Code.

(3) "Specified transit entities" means 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.

(c) On or before July 1, 2026, the Transportation Agency shall loan to the Metropolitan Transportation Commission up to five hundred ninety million dollars (\$590,000,000) of funding approved under the Transit and Intercity Rail Capital Program for projects within the region. The Metropolitan Transportation Commission has the authority to and shall use the proceeds of the loan described in this section to offer loans to the specified transit entities for public transit operating purposes. The loan to the Metropolitan Transportation Commission is subject to all of the following:

(1) The loan made available to the Metropolitan Transportation Commission is limited to being comprised of funding awarded to projects within the region that, as of December 31, 2025, have not been fully allocated funding by the California Transportation Commission.

(2) The loan must be repaid in quarterly installments by the Metropolitan Transportation Commission to the Transportation Agency over a period of twelve years calculated from the original loan issue date, subject to subparagraphs (A), (B) and (C).

(A) The first two years of the loan repayment period will consist of interest-only quarterly payments.

- (B) After two years from the original loan issue date, repayment will consist of quarterly payments based on an amortization schedule factoring in full repayment of both outstanding interest and principal amounts over the remaining loan term.
- (C) The rate of interest applied to a loan made pursuant to this section shall be the same rate earned on investments in the Surplus Money Investment Fund during the loan repayment period.
- (3) The Metropolitan Transportation Commission shall determine the terms and conditions of loans made to the specified transit entities, including, but not limited to, the principal amount, and any conditions before disbursement, consistent with the requirements of subparagraphs (A), (B) and (C) of paragraph (2).
- (d) (1) The Metropolitan Transportation Commission shall secure repayment of any loan issued by the Transportation Agency pursuant to this section by pledging and assigning, as security of last resort for the loan, the State Transit Assistance Program revenues received by the specified transit entities that would otherwise be administered by the Metropolitan Transportation Commission pursuant to 99314 of the Public Utilities Code. The loan agreement shall be signed by a representative of the Transportation Agency and the Metropolitan Transportation Commission and shall specify the pledged amount or method of calculation and the period during which the pledge applies. The signatories to the loan agreement shall have authority to bind their respective agencies, as established by each agency's respective procedures and any necessary supporting actions to confer such authority.
- (2) The California Transportation Commission shall monitor and report to the Transportation Agency on the unallocated and unexpended balances of the region's project awards for the Transit and Intercity Rail Capital Program. In the event that the total awarded but unallocated funds to projects in the region less any outstanding loan balances fall below \$350 million, the California Transportation Commission shall:
- (A) Notify the Transportation Agency and Metropolitan Transportation Commission.
- (B) In consultation with the Transportation Agency, evaluate information provided by the Metropolitan Transportation Commission and project sponsors in the region regarding their unallocated and unexpended balances of the region's projects in the Transit and Intercity Rail Capital Program to determine whether there is risk to its ability to meet the region's anticipated allocation requests and project cash flow requirements over the next two years. If the California Transportation Commission, in consultation with the Transportation Agency, determines it to be necessary, the California Transportation Commission, in consultation with the Transportation Agency, shall establish an allocation plan for the region's awarded projects, in coordination with the region's Transit and Intercity Rail Capital Program project sponsors and the Metropolitan Transportation Commission. The allocation plan will be for projects in the region seeking allocation and the plan may adjust or defer future allocations during the period of repayment of the loan made pursuant to subdivision (c) paragraph (1).

- (3) If any allocation plan results in a material impact to a project in the region, as determined by the California Transportation Commission and the Transportation Agency, the Metropolitan Transportation Commission, in coordination with the Transportation Agency, may prioritize the use of existing sources of funds allocated by the state to the region so that the project is not materially impacted with regard to scope, schedule, and eligibility for non-state funding. In the event state-allocated fund sources provided to the region are used for this circumstance, the Transportation Agency shall be authorized to return funds to the Metropolitan Transportation Commission from the loan repayments made pursuant to paragraph (2) of subdivision (c) equal to the state-allocated fund sources provided to the region committed to the affected project.
- (e) The specified transit entities shall use their respective shares of State Transit Assistance pursuant to Section 99314 as security for any loan made by the Metropolitan Transportation Commission pursuant to this Section and such funds can be redirected by the Metropolitan Transportation Commission as repayment for outstanding loans if a specified transit entity fails to make timely loan payments.
- (f) (1) Subdivisions (a) to (e), inclusive, shall become inoperative upon full repayment of the loan to the Metropolitan Transportation Commission, as determined by the Transportation Agency in consultation with the Department of Finance.
- (2) Upon the determination made in paragraph (1), notwithstanding Section 9795 of the Government Code or any other law, the Transportation Agency shall notify the Joint Legislative Budget Committee of this fact. This section shall be repealed on January 1 following the notification provided to the Joint Legislative Budget Committee.
- (g) The Legislature finds and declares that this section is related to Section 91.00 of the Budget Act of 2025 (Chapters 4, 5, and 104 of the Statutes of 2025).

Metropolitan Transportation Commission

Legislation Text

File #: 26-0196, **Version:** 1

Subject:

Senate Bill (SB) 375 Modernization Legislation

Status update on development of legislation to update SB 375, the 2008 state law that established the requirement for regions to develop sustainable communities strategies.

Presenter:

Julie Snyder

Recommended Action:

Information

Attachments:

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

February 13, 2026

Agenda Item 3b

Senate Bill (SB) 375 Modernization Legislation

Subject:

Status update on development of legislation to update SB 375, the 2008 state law that established the requirement for regions to develop sustainable communities strategies.

Background on SB 375 Modernization Effort

SB 375 (Steinberg, 2008) requires California's metropolitan planning organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan to reduce greenhouse gas emissions from passenger vehicles through integrated transportation, land use, and housing planning. In the Bay Area, MTC and ABAG jointly develop the SCS, commonly known as *Plan Bay Area*. After four cycles and over 15 years of experience, MTC-ABAG and partner MPOs have identified the need to modernize SB 375 to better focus limited resources on implementation, improve alignment between state investments and SCSs, and incorporate other state priorities related to affordability and equity.

MTC-ABAG is working in partnership with California's three other largest MPOs (the Southern California Association of Governments, the Sacramento Area Council of Governments and the San Diego Association of Governments) — also called the “Big 4” — to jointly sponsor SB 375 modernization legislation this year. Over the last year, CALCOG has supported the Big 4 with stakeholder meeting coordination and continues to provide technical assistance; they are anticipated to consider formally supporting the legislation after it is in print.

Update on Stakeholder Engagement

In December 2025, staff provided the Joint MTC ABAG Legislation Committee with an update on the SB 375 modernization effort, including an initial set of objectives and a summary of early stakeholder outreach. Since then, staff have continued outreach to external stakeholders through one-on-one meetings, small group discussions and larger convenings. These engagements have included organizations representing local government, climate, housing, transportation, equity, labor and regional planning interests. A full list of external stakeholders consulted to date is provided in Attachment A.

Staff have also maintained ongoing coordination with legislative offices to discuss policy concepts, assess feasibility, and refine legislative approaches, alongside continued coordination with the Big 4 MPO partners.

Status Update, “Regional Early Action Planning Grant Program (REAP) 3,” and Next Steps

In good news, Senator Christopher Cabaldon, who represents both the Bay Area and the greater Sacramento region, has agreed to serve as the author of our SB 375 modernization bill. The bill introduction deadline for the 2026 legislative session is February 20, 2026.

Also of note, the Governor’s budget creates an opening for a complementary “SCS bill plus budget” strategy. Specifically, the Newsom Administration proposed to separate the Affordable Housing and Sustainable Communities (AHSC) program into two distinct programs: one to fund affordable housing and a second program to fund sustainable communities and conservation investments that support “regional priorities.” The SB 375 modernization bill could authorize a new, ongoing SCS implementation program (i.e., “REAP 3.0”) while the budget could provide funding by continuously appropriating the re-envisioned sustainable communities portion of AHSC to regions for that program.

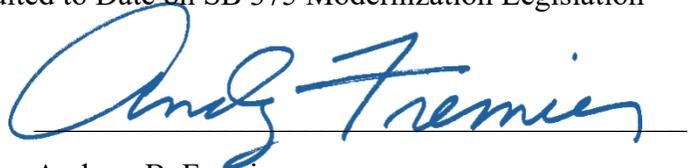
Staff will provide a verbal update at the Committee meeting on any new developments.

Recommendation:

Information

Attachments:

- Attachment A: Stakeholders Consulted to Date on SB 375 Modernization Legislation



Andrew B. Fremier

Stakeholders Consulted to Date on SB 375 Modernization Legislation

Association of Monterey Bay Area Governments
Associated General Contractors, California
Bay Area Council
California Forward
California Rural Legal Assistance Foundation
California State Council of Laborers
California State Association of Counties
Cal YIMBY
California Building Industry Association
Coalition for Clean Air
ClimatePlan
Climate Resolve
Enterprise Community Partners
Greenlining Institute
Housing Action Coalition
Housing CA
Leadership Counsel for Justice and Accountability
League of California Cities
Move LA
Nature Conservancy
Next Gen Policy
Natural Resources Defense Council
Planning and Conservation League
Prosperity California
Public Advocates
Shasta Regional Transportation Agency
Southern California Leadership Council
Transportation California
Tulare County Association of Governments