

Meeting Agenda

Joint MTC ABAG Legislation Committee

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

Friday, April 10, 2026

9:45 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

1516 Kamole Street, Honolulu, Hawaii 96821 - Andersen
District Office of Supervisor Williams, 675 Texas Street, 6th Floor, Conference Room 6001,
Fairfield, CA 94533

San José City Hall, 200 East Santa Clara Street, San Jose, CA 95113, 18th Floor -
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/86590217806>

iPhone One-Tap: US: +16699006833,,86590217806#

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: 865 9021 7806

International numbers available: <https://bayareametro.zoom.us/u/krelJ5Sba>

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. 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. [26-0310](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the March 13, 2026 Meeting

Action: Committee Approval

Attachments: [2a 26-0310 2026-03-13 Joint MTC ABAG Legislation Committee Meeting](#)

- 2b. [26-0406](#) Assembly Bill 1837 (Gonzalez): Bus Camera Parking Enforcement Reauthorization

Makes permanent the forward-facing camera pilot program authorized by the MTC-supported Assembly Bill 917 (Bloom, 2021), which enables transit agencies to utilize video imaging to enforce parking violations at bus stops and on bus-only lanes.

Action: Support / Commission

Presenter: Jadie Moar

Attachments: [2bi 26-0406 Summary Sheet AB 1837-M Gonzalez-bus camera enforceme](#)
[2bij 26-0406 Attachment A AB 1837-Known Positions.pdf](#)

- 2c. [26-0311](#) 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

3. State Legislation

- 3a.** [26-0404](#) Senate Bill 1411 (Stern): Greenhouse Gas Reduction Fund: High Speed Rail
- Revises California High Speed Rail funding conditions to eliminate the cap on expenditures outside the Central Valley Merced-to-Bakersfield segment.
- Action:** Support and Seek Amendments / Commission
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [3ai 26-0404 Summary Sheet SB 1411 GGRF HSR.pdf](#)
[3aii 26-0404 Attachment A Cap and Invest Bookend Projects.pdf](#)
- 3b.** [26-0467](#) Senate Bill 979 (Strickland): Regional Housing Needs Allocation
- Provides that a final regional housing needs allocation determination by a council of governments or a delegate subregion is subject to judicial review.
- Action:** Oppose / ABAG Executive Board
- Presenter:** Georgia Gann Dohrmann
- Attachments:** [3b 26-0467 Summary Sheet SB 979 RHNA.pdf](#)
- 3c.** [26-0403](#) Provides that a final regional housing needs allocation determination by a council of governments or a delegate subregion is subject to judicial review.
- Overview of 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:** [3ci 26-0403 Summary Sheet SB 1087 Cabaldon.pdf](#)
[3cii 26-0403 PowerPoint SB 1087.pdf](#)
- 3d.** [26-0434](#) Electric Bicycle Legislative Landscape
- Summary of 2026 legislative activity on bills related to electric bicycles.
- Action:** Information
- Presenter:** Jadie Moar
- Attachments:** [3di 26-0434 Summary Sheet E-bike State Legislation.pdf](#)
[3dii 26-0434 Attachment A-E-bike State Legislation.pdf](#)

3e. [26-0328](#) MTC-ABAG March Sacramento Advocacy Trip

Report out on MTC-ABAG's 2026 advocacy trip to Sacramento.

Action: Information

Presenter: Julie Snyder

Attachments: [3ei_26-0328_Summary_Sheet_Lobby_Days.pdf](#)
[3eii_26-0328_Attachment_A_Protecting_Transit-Housing_Investments-Handout](#)
[3eiii_26-0328_Attachment_B_BAHFA_Handout_26-03-11B_FINAL.pdf](#)
[3eiv_26-0328_Attachment_C_Modernizing_SCS_SB_1087-Handout_3-2026v9](#)
[3ev_26-0328_Attachment_D_MTC-ABAG_Letter-FY_26-27_State_Budget_Pric](#)

4. Federal Legislation**4a.** [26-0312](#) 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

5. 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.*

6. Adjournment / Next Meetings

The next meeting of the Joint MTC ABAG Legislation Committee will be held on Friday, May 8, 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 #: 26-0310, **Version:** 1

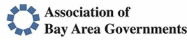
Subject:

Approval of Joint MTC ABAG Legislation Committee Minutes of the March 13, 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, March 13, 2026

11:00 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).

++Remote per Government Code s. 54953.8.3(c)(4)

Chair Ken Carlson called the meeting to order at 12:04 p.m.

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

Ex Officio Voting Members Present: Commission Chair Noack and Commission Vice Chair Moulton-Peters

Commissioner Andersen and Non-Voting Member Commissioner Giacopini invoked SB 707.

The following noticed remote locations were open to the public: 70 W. Hedding Street, East Wing, 10th Floor, Supervisor Duong's Conference Room, San Jose, CA 95110; 575 Administration Drive, Room 100 A, Santa Rosa, CA 95403 – Supervisor Rabbitt; District Office of Supervisor Mashburn, 675 Texas Street, Suite 6015, Fairfield, CA 94533; and San José City Hall, 200 East Santa Clara Street, San Jose, CA 95113, 18th Floor, Conference Room 1853 - Councilmember Campos.

The following individuals participated from noticed remote locations: Member Campos, Member Duong, Member Mashburn, and Member Rabbitt.

1. Call to Order / Roll Call / Confirm Quorum

Present: 15 - Chair Carlson, Vice Chair John-Baptiste, Committee Member Ahn, Committee Member Andersen, Committee Member Burt, Committee Member Campos, Committee Member Corzo, 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: 1 - Committee Member Mahan

2. Consent Calendar

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

Aye: 15 - Chair Carlson, Vice Chair John-Baptiste, Committee Member Ahn, Committee Member Andersen, Committee Member Burt, Committee Member Campos, Committee Member Corzo, 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: 1 - Committee Member Mahan

- 2a.** [26-0179](#) Approval of Joint MTC ABAG Legislation Committee Minutes of the February 13, 2026 Meeting

Action: Committee Approval

Attachments: [2a 26-0179 2026-02-13 Joint MTC ABAG Legislation Committee Meeting Minutes Draft.pdf](#)

- 2b.** [26-0180](#) 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 26-0180 Handout-March Legislative History.pdf](#)

3. State Legislation

- 3a.** [26-0327](#) State Legislative Session Update

Overview of the legislative landscape in Sacramento as it relates to the MTC-ABAG advocacy program.

Action: Information

Presenter: Georgia Gann Dohrmann

Attachments: [3a 26-0327-State Legislative Session Update.pdf](#)

3b. [26-0329](#) Senate Bill 1087 (Cabaldon): Transportation Planning: Sustainable Communities Strategies

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

Action: Information

Presenter: Julie Snyder

Attachments: [3bi_26-0329_SB_1087_Cabaldon.pdf](#)

[3bii_26-0329_Handout_SB_1087_Sustainable_Communities_Strategies_Modernization_Objectives.pdf](#)

4. Federal Legislation

4a. [26-0181](#) 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: [4ai_26-0181_Handout_MTC_February_2026_Report.pdf](#)

[4aii_26-0181_Handout_DC_Report_Attachment_S_2651_Summary.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meetings

The next meeting of the Joint MTC ABAG Legislation Committee will be held on Friday, April 10, 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 12:38 p.m.

Metropolitan Transportation Commission

Legislation Text

File #: 26-0406, **Version:** 1

Subject:

Assembly Bill 1837 (Gonzalez): Bus Camera Parking Enforcement Reauthorization

Makes permanent the forward-facing camera pilot program authorized by the MTC-supported Assembly Bill 917 (Bloom, 2021), which enables transit agencies to utilize video imaging to enforce parking violations at bus stops and on bus-only lanes.

Presenter:

Jadie Moar

Recommended Action:

Support / Commission

Attachments:

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

April 10, 2026

Agenda Item 2b

Assembly Bill 1837 (Gonzalez): Bus Camera Parking Enforcement Reauthorization

Subject:

Makes permanent the forward-facing camera pilot program authorized by the MTC-supported Assembly Bill 917 (Bloom, 2021), which enables transit agencies to utilize video imaging to enforce parking violations at bus stops and on bus-only lanes.

Background:

In 2007, AB 101 (Ma) authorized the San Francisco Municipal Transportation Agency (SFMTA) to test forward-facing camera technology to enforce parking in bus-only lanes. It was extended multiple times, including by Assembly Bill (AB) 1287 (Chiu, 2015), which eliminated the sunset date altogether. Senate Bill 1051 (Hancock, 2016) expanded the authorization to include AC Transit. In 2021, the Legislature enacted the MTC-supported AB 917 (Bloom), which allowed transit agencies statewide to pilot the program through January 1, 2027.

AB 1837 would indefinitely extend the authorization for public transit operators to use camera technology mounted on buses to enforce parking violations in bus-only lanes and at bus stops. The bill further requires public transit operators that stand up a new program to issue warnings for 60 days prior to issuing notices of violations and requires all transit agencies undertaking a new program after January 1, 2027 to report to the Legislature on the program's effectiveness two years after implementation.

Recommendation:

Support / Commission

Discussion:

Illegal parking in transit-only lanes and at bus stops can compromise transit operators' ability to provide safe, reliable and accessible public transit service. Specifically, vehicles parked illegally in transit-only lanes or at bus stops can block buses from continuing on their route, reducing reliability and predictability for transit riders. Illegal parking at a transit stop can also create safety hazards for riders. When a bus cannot reach the curb, riders may have to navigate the gap

between the bus and the curb, which can be dangerous for riders, and infeasible for those in a wheelchair or with other physical limitations.

Five transit agencies across the state currently have camera enforcement programs, including SFMTA and AC Transit in the Bay Area. SFMTA reports a 20% reduction in transit delays, and AC Transit credits their bus camera enforcement pilot to a 6% increase in on-time performance. While SFMTA already has the authority to run their program indefinitely, AB 1837 allows AC Transit – who is cosponsoring the bill along with the California Transit Association – and other operators across the state to continue existing programs or start up new programs after January 1, 2027.

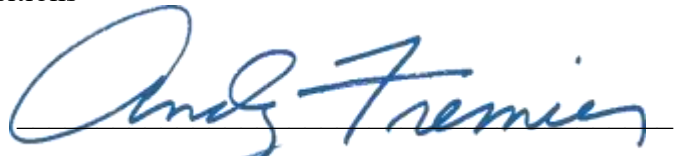
Consistent with MTC’s 2026 Advocacy Program, which supports policies to ensure public transit is an affordable, reliable, safe and convenient transportation option that is provided equitably and accessibly, staff recommends MTC adopt a support position on AB 1837.

Known Positions:

See Attachment A.

Attachments:

- Attachment A: AB 1837 Known Positions



Andrew B. Fremier

Assembly Bill 1837 (Gonzalez): Known Positions

Support

- California Transit Association (Co-Sponsor)
- Streets for All (Co-Sponsor)
- Los Angeles County Metropolitan Transportation Authority (LA Metro) (Co-Sponsor)
- Alameda-Contra Costa Transit District (AC Transit) (Co-Sponsor)
- City and County of San Francisco
- Sacramento Regional Transit District
- San Francisco Municipal Transportation Agency (SFMTA)

Opposition

None on file

Metropolitan Transportation Commission

Legislation Text

File #: 26-0311, **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:

Metropolitan Transportation Commission

Legislation Text

File #: 26-0404, **Version:** 1

Subject:

Senate Bill 1411 (Stern): Greenhouse Gas Reduction Fund: High Speed Rail

Revises California High Speed Rail funding conditions to eliminate the cap on expenditures outside the Central Valley Merced-to-Bakersfield segment.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Support and Seek Amendments / Commission

Attachments:

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

April 10, 2026

Agenda Item 3a

Senate Bill 1411 (Stern): Greenhouse Gas Reduction Fund: High Speed Rail

Subject:

Revises California High Speed Rail funding conditions to eliminate the cap on expenditures outside the Central Valley Merced-to-Bakersfield segment.

Background:

In 1996, Senate Bill (SB) 1420 (Kopp) established the California High-Speed Rail Authority (Authority) to plan and construct a high-speed rail system (HSR) to link the state's major population centers. California voters approved Proposition 1A in 2008, which established criteria for development of the system and authorized \$9 billion in bond funding to begin implementation.

Since that time, the program's funding sources have evolved, with revenues from the state's Cap-and-Invest program – deposited into the Greenhouse Gas Reduction Fund (GGRF) – now representing the primary source of funding for the project. According to the Authority's 2026 Draft Business Plan, GGRF revenues are projected to provide approximately \$28 billion of the \$39 billion in California High-Speed Rail's total "authorized and projected" future funding.

In 2022, the legislature enacted SB 198, a transportation budget trailer bill that made changes to project oversight and prioritized the completion of the Merced-to-Bakersfield (Central Valley) segment, among other provisions. SB 198 limited the use of Proposition 1A funds appropriated in 2021 and thereafter to the delivery of the Central Valley segment and capping at \$500 million new GGRF expenditures for investments outside the segment until the Central Valley segment is fully funded or June 30, 2026, whichever is sooner. SB 198 further required that, before investing GGRF funds outside the Central Valley segment (within the \$500 million cap), the Authority must first notify the Legislature and the Office of the Inspector General. The Inspector General must complete a cost-benefit analysis and determine that the proposed expenditure is consistent with legislative intent and will not delay delivery of the Central Valley segment.

SB 1411 would remove the \$500 million cap, while retaining the existing statutory process for legislative notification and Inspector General review.

Recommendation:

Support and Seek Amendments / Commission

Discussion:

The transformational potential of California High-Speed Rail hinges on a seamless connection into the state’s population and job centers in the San Francisco Bay Area and the Los Angeles region. As such, MTC and Bay Area partners have consistently supported advancing “bookend” projects now, in conjunction with advanced design for the Northern California HSR segment, to ensure the Bay Area is ready once the Authority completes construction on the Central Valley segment. In August 2025, MTC joined a Bay Area Cap-and-Invest reauthorization letter with our South Bay and Peninsula partners identifying key “bookend” projects – San Jose Diridon Station, the Portal, Caltrain electrification from San Jose to Gilroy and grade separation and crossing safety upgrades – and outlining the benefits of delivering near-term mobility and climate improvements while laying the foundation for future high-speed rail service. (See Attachment A). While the Cap-and-Invest reauthorization provided \$1 billion annually for California High-Speed Rail, it did not explicitly provide funding for bookend projects.

SB 1411 removes the \$500 million cap on expenditures outside the Central Valley, advancing a similar goal of enabling investment in connectivity to the Bay Area, but through flexibility rather than dedicated investment. However, the SB 198 statutory requirements requiring Inspector General review and findings prior to expenditure on bookend projects could create procedural barriers to investment in bookend projects. Staff therefore recommends MTC support the bill and seek amendments to remove these procedural hurdles.

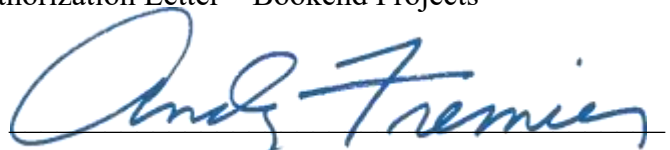
Known Positions:

Support: Association of General Contractors, Climate Action California, Streets for All

Oppose: None on file

Attachments:

- Attachment A: Cap-and-Invest Reauthorization Letter – Bookend Projects



Andrew B. Fremier

August 22, 2025

The Honorable Gavin Newsom
Governor of California
1021 O Street, Ste. 9000
Sacramento, CA 95814

The Honorable Robert Rivas
Speaker of the Assembly
1021 O Street, Ste. 8330
Sacramento, CA 95814

The Honorable Mike McGuire
Senate pro Tem
1021 O Street, Ste. 8518
Sacramento, CA 95814

The Honorable Monique Limón
Chair, Senate Climate Working Group
1021 O Street, Ste. 7610
Sacramento, CA 95814

The Honorable Jacqui Irwin
Chair, Assembly Cap & Trade Working Group
1021 O Street, Ste. 5630
Sacramento, CA 95814

RE: Cap-and-Invest Reauthorization Priorities

Dear Governor Newsom, Speaker Rivas, Senate pro Tem McGuire, Senator Limón and Assemblymember Irwin:

We jointly write to express our strong support for the reauthorization of the Cap-and-Invest program through 2045 and share our priorities for transportation and affordable housing expenditures from the Greenhouse Gas Reduction Fund (GGRF). Cap-and-Invest is one of California’s most effective tools for reducing greenhouse gas (GHG) emissions and providing critical funding for sustainable transportation and transit-oriented affordable housing. A long-term extension will provide certainty for sustained emissions reductions, stabilize the market, and secure continued investments in projects that advance the state’s climate and equity goals. In reauthorizing Cap-and-Invest, we urge the state to:

1. Honor the existing multiyear awards from continuous and discretionary programs through the end of FY 2030.

The state has committed more than \$1 billion annually through multiyear awards to public transit projects and programs through continuous appropriations and approximately \$400 million per year through discretionary programs through FY2029-FY2030. The five capital projects in the Bay Area that have received TIRCP funds are expected to leverage \$10 billion in federal funds and create 250,000 jobs across 40 states. In addition, discretionary programs such as the Zero Emission Transit Capital Program remain essential to avoid near-term service cuts and build support for new local and regional funding measures. We strongly urge the state to honor the

budgetary commitments made to provide \$1.1 billion in relief funding (SB125, 2023) and provide a \$750 million loan to BART, Muni, Caltrain, and AC Transit, authorized in this year's budget to help Bay Area transit systems avoid going over a fiscal cliff.

2. Maintain and expand continuous funding for public transit and affordable housing.

Preserve at least 60% continuous appropriations for transportation and transit-accessible affordable housing, including the Affordable Housing and Sustainable Communities (AHSC), Transit and Intercity Rail Capital Program (TIRCP) and Low Carbon Transit Operations Program (LCTOP) programs. These programs have enabled the Bay Area to deliver tens of thousands of new affordable homes and deliver projects that reduce emissions, improve mobility, reduce the cost of living, leverage federal funds, and support the Bay Area's \$1.4 trillion economy. Ongoing, predictable funding from the Cap-and-Invest program remains essential for the Bay Area's ability to build affordable housing and to ensure transit operators can continue supporting the state's mobility, affordability, climate and quality of life goals.

3. Fund rail projects that support, and provide connectivity to, the bookends of the completed high-speed rail system in the state's major metropolitan regions.

While California High-Speed Rail's (HSR) transformation potential hinges on having modern infrastructure and seamless connections into the population and job centers in the San Francisco Bay Area and the Los Angeles metropolitan region. Thanks to Cap-and-Trade, the Caltrain rail corridor - which will be shared by HSR - is now electrified, enabling more service and better travel times. We encourage the state to augment or set aside a portion of high-speed rail's continuous appropriation to additional bookend projects that create modern, integrated, and seamless connections with HSR in the Bay Area and Los Angeles region. Regional priorities in the Bay Area include San José's integrated Diridon Station Program (including BART facilities at Diridon Station); grade separations and safety improvements along the Caltrain Corridor; extending service to downtown San Francisco through The Portal; and project development activities to support electrification from Gilroy to San José. Advancing these projects in the Bay Area - and similar projects in Los Angeles - will ensure that the biggest cities are ready for HSR and deliver immediate value to taxpayers in the Bay Area and Southern California. See attached fact sheet highlighting the Bay Area priority bookend projects.

4. Increase the amount of flexible and predictable funding that can be spent on operations and maintenance to sustain existing public transit service.

Approximately one million trips are made on transit in the Bay Area every day. Taking public transit instead of driving reduces greenhouse gas emissions, decreases congestion - and the emissions generated from idling cars, and improves the cost of living by lowering household transportation costs. A new, dedicated source of funding for transit operations is essential to meeting the state's climate goals. As a near-term step in the right direction, the Cap-and-Invest program must recognize the significant climate benefits of serving existing riders and keeping existing riders on transit. To that end, we support updating TIRCP and LCTOP so that the programs can better support sustaining existing service.

Thank you for your continued commitment to curbing climate pollution and for ensuring that high-quality transit and affordable housing are part of the solution to our climate challenges. Thank you as well for honoring the existing multiyear awards from continuous and discretionary programs through the end of FY2030. We appreciate any further opportunities to engage the Legislature and Administration in Cap-and-Invest funding and policy discussions.

Sincerely,



Andrew B. Fremier
Executive Director, MTC



Michelle Bouchard
Executive Director, Caltrain



Matt Mahan
City of San Jose, Mayor



Daniel Lurie
City/County of SF, Mayor




Carolyn Gonot
General Manager, Santa Clara VTA



Julie Kirschbaum
Director of Transportation, SFMTA



April Chan
General Manager/CEO, San Mateo
County Transportation Authority
/SamTrans



Adam Van der Water
Executive Director, Transbay Joint Powers
Authority

□

CC: The Honorable Josh Becker, Chair, Bay Area Caucus
The Honorable Buffy Wicks, Vice-Chair, Bay Area Caucus
The Honorable Toks Omishakin, Secretary, California State Transportation Agency
The Honorable Gustavo Velasquez, Director, California Department of Housing and
Community Development
Lauren Sanchez, Senior Advisor for Climate, Office of Governor Gavin Newsom
Joe Stephanshaw, Director, Department of Finance
Steven Cliff, Executive Officer, California Air Resources Board

The Opportunity:

We urge state leaders to dedicate a portion of the state’s Greenhouse Gas Reduction Fund (GGRF) to Northern California high-speed rail bookend projects as part of the Cap and Invest expenditure plan.*

Delivering for California Now and Into the Future

Projects to Power High-Speed Rail (HSR) and Transform the Bay Area

California HSR will connect San Francisco to Los Angeles, transforming the way people travel up and down the State. HSR is making bold progress with construction in the Central Valley. Now is the time to extend that momentum to the largest population centers in the state. By investing in bookend projects in Northern California, HSR can leverage additional resources to deliver immediate value and clear the path for future high-speed service.



San José Diridon Station Project



Grade Separation & Crossing Safety Upgrades



San Francisco The Portal Project



Electrification: San José to Gilroy

Why This Matters

These bookend projects are win-win. They simultaneously strengthen today’s regional systems and support HSR success tomorrow.

Time is of the essence. These projects take years to plan, permit, and build—delaying now jeopardizes long-term readiness.

Maximizes community benefits. From faster commutes and less traffic, to cleaner air and job creation, these projects improve lives for Californians.

Advantages of Investing in Bookend Projects

By directing funds to Northern California’s bookend projects, we will:

- Deliver cleaner, safer, and faster rail today to maximally benefit Californians
- Leverage existing projects with dedicated staffing and additive construction funding
- Reduce GHG emissions and dependence on cars
- Increase connectivity and ridership
- Reduce costs as concurrently building in the Bay Area and Central Valley accelerates project delivery
- Ensure the Bay Area is ready when high-speed trains arrive

*This investment could be a set-aside or an augmentation of California’s dedicated HSR funding. Alternatively, it could be a new continuous appropriation that supplements existing transportation and affordable housing continuous appropriations.



Priority Bookend Projects in the Bay Area

San José Diridon Station, Including BART Silicon Valley

The redesign and expansion of Diridon Station will increase transit capacity and service, facilitate seamless transfers, and create a safe, passenger-friendly station able to serve at least eight times as many people on a daily basis. The Station Program will accommodate seven passenger rail operators and five bus operators, including HSR as well as increased intercity and commuter rail. It will also include a direct passenger connection to BART, retail, and improve the station’s integration with the surrounding area, catalyzing economic and community development. BART service will be introduced at Diridon Station by the BART Silicon Valley Phase II project and then connect seamlessly into the redesigned station. This phased approach will bring riders to the Station in the near-term and complete the regional connection to the future HSR system as the gateway to Northern California.

San Francisco The Portal and Fourth & King Railyard

The Portal, also known as the Downtown Rail Extension, will complete the multi-decade Transbay Program by extending Caltrain service from a proposed station area development at Fourth and King Street. This will bring California HSR into the multimodal Salesforce Transit Center in downtown San Francisco, a hub completed in Phase 1 of the program where 11 transit systems will connect. This investment delivers direct downtown access to an estimated 125,000 average daily riders, enabling better access to jobs, housing and economic opportunities. Adjacent to The Portal’s new underground station at Fourth and Townsend street, project partners are planning for a revitalization of the existing Fourth and King Railyards site, to modernize the facility, improve transit access, and enable transit-oriented development.

Grade Separation & Corridor-Wide Crossing Safety Upgrades

Grade separations, safety enhancements, and crossing improvements at grade crossings on the Caltrain corridor are paramount to delivering on the promise of a blended HSR system. These projects have near-term benefits to communities by enhancing safety, reducing collisions, reducing noise, and allowing for more streamlined train service. To fully realize an HSR system will require the elimination or mitigation of many existing at-grade crossings across the corridor, including the Broadway crossing in Burlingame, which ranks as the most dangerous in California.

San José to Gilroy Electrification (project development)

Project development funds will seed a direct HSR connection to the newly electrified Caltrain corridor, as argued for in HSR’s 2025 Project Update report. Today, the electrified Caltrain stops just south of Tamien Station in San José, where control of the corridor shifts to Union Pacific Railroad. Ultimately, the acquisition and electrification of the corridor to Gilroy will bring brings faster, more frequent, and cleaner service to underserved areas today.



A Proven Model: Caltrain Electrification

The Caltrain Electrification Project is a powerful example of a successful bookend project. Partially funded by the California High-Speed Rail Authority, electrification modernized the corridor from San Francisco to San José, advancing the state’s climate, mobility, and economic goals. The new electric trains are more frequent, quieter, and cleaner, reducing greenhouse gas (GHG) emissions significantly and increasing service with the same number of trains. Ridership is surging, increasing more than 75% in less than one year with the launch of electrified service—with higher frequencies and better performance attracting new riders daily. Weekend ridership is now the highest in the system’s history.

This project shows what’s possible when HSR investment is leveraged to create immediate and lasting value: modern service, GHG reductions, economic growth, and strong public support.

Metropolitan Transportation Commission

Legislation Text

File #: 26-0467, **Version:** 1

Subject:

Senate Bill 979 (Strickland): Regional Housing Needs Allocation

Provides that a final regional housing needs allocation determination by a council of governments or a delegate subregion is subject to judicial review.

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Oppose / ABAG Executive Board

Attachments:

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

April 10, 2026

Agenda Item 3b

Senate Bill 979 (Strickland): Regional Housing Needs Allocation

Subject:

Provides that a final regional housing needs allocation determination by a council of governments or a delegate subregion is subject to judicial review.

Background:

State housing law requires each city and county to adopt a general plan that includes a housing element to plan for housing needs across all income levels. As part of this framework, the California Department of Housing and Community Development (HCD), in consultation with regional councils of governments, determines the total regional housing need. ABAG and other councils of government (COGs) are responsible for allocating this need to individual jurisdictions through the Regional Housing Needs Allocation (RHNA) process. Local governments must then update their housing elements to demonstrate how they will accommodate their assigned share of housing.

State law also establishes a RHNA appeals process. Local jurisdictions or HCD may appeal a COG's draft RHNA allocations. The COG is required to issue a final determination on these appeals, which is not subject to judicial review, as affirmed in *City of Irvine v. Southern California Association of Governments* (2009) and *City of Coronado v. SANDAG* (2022). SB 979 would modify this framework by subjecting final RHNA determinations to judicial review, in addition to the existing administrative appeals process.

Recommendation:

Oppose / ABAG Executive Board

Discussion:

During the Bay Area's 6th Cycle RHNA process, a total of 28 jurisdictions filed appeals to ABAG challenging their draft housing allocations under the existing administrative appeals framework. One was partially granted.

By subjecting RHNA determinations to judicial review, Senate Bill (SB) 979 would introduce a new layer of legal exposure, increasing litigation risk and associated legal costs for ABAG. Moreover, if one or more jurisdictions pursue legal challenges, the resulting litigation could delay the finalization of RHNA allocations across all 101 cities and nine counties in the Bay Area. Prolonged uncertainty in RHNA allocations could hinder timely housing element adoption, potentially affecting compliance with state law and slowing housing production across the region.

SB 979 is set to be heard in the Senate Housing Committee on April 7th. The deadline to submit position letters was April 1, 2026.

Given that timing and the risks the bill presents, ABAG President Ramos and Joint MTC ABAG Legislation Committee Chair Carlson directed staff to exercise ABAG's urgency procedure to communicate opposition to SB 979 to the Senate Housing Committee in advance of the formal action by the Joint MTC ABAG Legislation Committee and the ABAG Executive Board; this item recommends approval of that position.

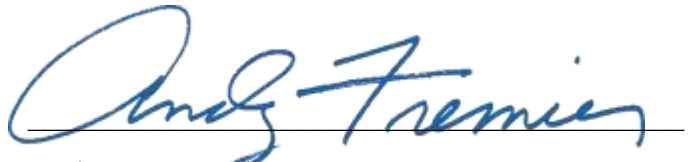
Known Positions:

Support: City of Huntington Beach (Sponsor), Equitable Land Use Alliance. Families and Homes San Jose

Oppose: Abundant Housing Los Angeles, Association of Bay Area Governments, CALCOG, California Rural Legal Assistance Foundation, California Building Industry Association, Circulate Planning and Policy, Housing Action Coalition, San Diego Housing Federation, SPUR

Attachments:

- None


Andrew B. Fremier

Metropolitan Transportation Commission

Legislation Text

File #: 26-0403, **Version:** 1

Subject:

Provides that a final regional housing needs allocation determination by a council of governments or a delegate subregion is subject to judicial review.

Overview of 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**

April 10, 2026

Agenda Item 3c

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

Subject:

Overview of 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 cosponsoring SB 1087 with our “Big 4” metropolitan planning organization partners: the Sacramento Area Council of Governments, the San Diego Association of Governments, and the Southern California Association of Governments.

As discussed at your March committee meeting, the introduced bill was limited to just two policy provisions in order to allow for more time to negotiate and draft more complex provisions. At that meeting, the committee discussed the broader suite of proposed funding, streamlining, and other provisions to accelerate regional progress on climate, transportation, and housing goals.

(Those provisions were outlined in the [SB 1087 Sustainable Communities Strategies Modernization handout](https://mtc.legistar.com/gateway.aspx?M=F&ID=cbe85761-8bf8-497a-9a2c-8159c0060b79.pdf) <https://mtc.legistar.com/gateway.aspx?M=F&ID=cbe85761-8bf8-497a-9a2c-8159c0060b79.pdf>). Staff committed to returning to the Legislation Committee in April, when the bill will have been amended to add more substantive provisions aligned with the Big 4’s goals, so that committee members can provide input to further inform future negotiations.

Status Update

SB 1087 has been double referred to the Senate Environmental Quality Committee and Senate Transportation Committee. The bill was amended on March 25th and is scheduled to be heard on April 8th in the Senate Environmental Quality Committee. The Senate Transportation Committee hearing is expected to follow.

Recommendation:

Information

Bill Positions:

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

City of Elk Grove

City of Sacramento

Councilwoman Alice Dowdin Calvillo, City of Auburn

Placer County Transportation Planning Agency

Sacramento Metropolitan Air Quality Management District (Sac Metro Air District)

South Bay Cities Council of Governments (SBCCOG)

Valley Vision

Opposition

California Building Industry Association (unless amended)

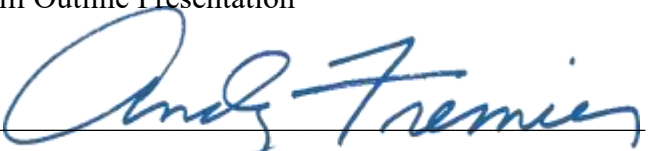
Coalition for Clean Air (unless amended)

Equitable Land Use Alliance

Families and Homes San Jose

Attachments:

- Attachment A: SB 1087 (Cabaldon) Bill Outline Presentation


Andrew B. Fremier

SB 1087 (Cabaldon) Bill Outline

Modernizing California's Sustainable Communities Strategies Law



ASSOCIATION OF BAY AREA GOVERNMENTS

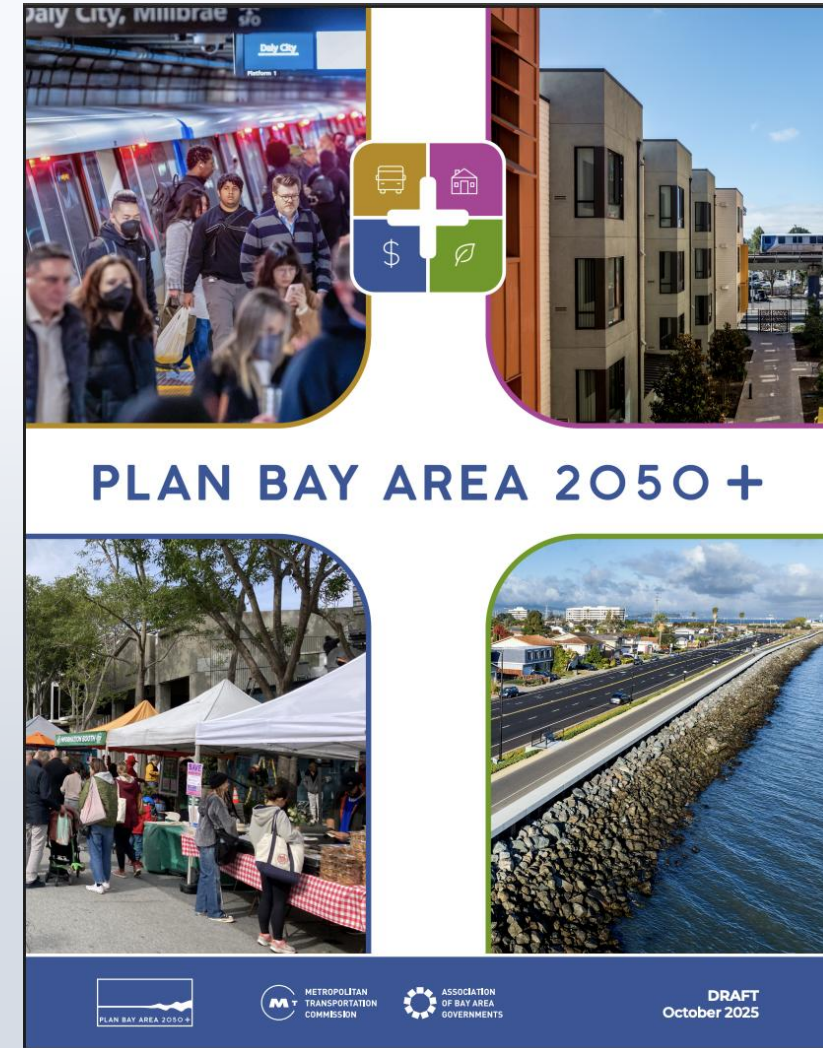
METROPOLITAN TRANSPORTATION COMMISSION

Joint MTC ABAG Legislation Committee

April 10, 2026

Background on SB 1087 (Cabaldon)

- SB 1087 (Cabaldon) was introduced on February 13, 2026, as a vehicle to modernize SB 375, California’s 2008 state Sustainable Communities Strategy (SCS) law.
- MTC-ABAG are co-sponsoring the bill with our “Big 4” regional partners:
 - Southern California Association of Governments;
 - San Diego Association of Governments; and
 - Sacramento Area Council of Governments.
- Introduced bill limited to two provisions to allow time to negotiate additional policy changes.
- SB 1087 was amended on March 25 to integrate broader implementation and funding provisions.



SB 375 Modernization Objectives

Consistent with MTC-ABAG's 2026 Advocacy Program, SB 1087's core objectives are:

1. Focus on Implementation to Accelerate Climate Progress
2. An SCS that Reflects a Balanced Set of Goals
3. The SCS Should Earn Trust and Drive action



Objective 1: Focus on Implementation to Accelerate Climate Progress

Key provisions in SB 1087, as amended on March 25:

- A. Better align state transportation funding decisions with SCS goals, including prioritizing SB 1 Solutions for Congested Corridors funding for projects that advance GHG targets.
- B. Right-size the planning process by:
 - Shifting from a four-year to an eight-year planning cycle
 - California Environmental Quality Act exemption for SCSs developed with robust public engagement

Additional Concept Under Discussion

- New flexible formula funding for regions to implement Sustainable Communities Strategies.

Objective 2: An SCS that Reflects a Balanced Set of Goals

Key provisions in SB 1087, as amended on March 25:

- A. New advisory body to examine trade-offs between climate, affordability, resilience, economic vitality, and land conservation and inform the California Air Resource Board (CARB)'s greenhouse gas emission (GHG) reduction target-setting process.
- B. Consolidate state and federal long-range transportation plan guideline development under one state agency, the California Transportation Commission (CTC), and charge the CTC with determining whether the SCS would meet the GHG target.

Objective 3: The SCS Should Earn Trust and Drive Action

Key provisions in SB 1087, as amended on March 25:

A. Make GHG targets more consistent and understandable by:

- Reflecting real-world conditions and trends, such as California's transition to cleaner vehicles and fuel standards.
- Basing them on what is realistically achievable for each region
- Enabling regions to use the same air quality modeling tool for the SCS as is required for federal air quality conformity analysis.

B. Increase transparency in the CARB target-setting process, including through requiring CARB to hold public hearings and share its methodology.

Metropolitan Transportation Commission

Legislation Text

File #: 26-0434, **Version:** 1

Subject:
Electric Bicycle Legislative Landscape

Summary of 2026 legislative activity on bills related to electric bicycles.

Presenter:
Jadie Moar

Recommended Action:
Information

Attachments:

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

April 10, 2026

Agenda Item 3d

Electric Bicycle Legislative Landscape

Subject:

Summary of 2026 legislative activity on bills related to electric bicycles.

Background:

Over the past several years, the use of electric bicycles (e-bikes) has increased significantly, with e-bikes emerging as a popular transportation option in the Bay Area and across California. While e-bikes offer a range of mobility and climate benefits, their growing use has also raised significant safety concerns, with many crashes, serious injuries and fatalities attributed to the device. State legislators are currently considering how to address the dual policy goals of supporting e-bike adoption as a sustainable mode of transportation while addressing safety risks, particularly to children, and local jurisdictions are beginning to consider their own approaches. At the March 13, 2026, MTC Regional Network Management Committee meeting, Commissioners raised the issue and requested an overview of the e-bike legislative landscape. This item responds to that request.

E-Bike Classification Challenges and Policy Options

At the direction of the State Legislature through Senate Bill 318 (Min, 2023), the Mineta Transportation Institute published a research brief in December 2025 examining these issues. Notably, the report highlights that “e-bike” is often used to describe a wide spectrum of devices, contributing to confusion/challenges in both regulation and safety analysis.

Under California law, e-bikes are defined within three classes of pedal-assist or throttle-assisted bicycles with maximum speeds of 20-28 miles per hour (mph). In addition to the speed caps, e-bikes must meet equipment and operational requirements, including fully operable pedals and an electric motor that does not exceed 750 watts of power (approximately one horsepower). However, higher powered vehicles – including modified e-bikes that exceed legal specifications, electric mopeds (e-mopeds) and electric motorcycles (e-motos) – are capable of significantly higher speeds. These devices can look very similar and are often misidentified as e-bikes,

complicating efforts to accurately assess safety risk, set policies, and enforce current law. The report concluded that the state should consider a suite of policy and regulatory actions, including:

- Revising the California Vehicle Code to update electric bicycle classes and operating rules, including:
 - Redefining electric bicycles into two categories: low-power devices regulated like conventional bicycles and high-power devices regulated like mopeds;
 - Clarify the legal status of the two-wheeled, powered “bicycle-shaped devices” that do not fit into any device category in the California Vehicle Code; and
 - Other revisions to the rules for operating electric bicycles.
- Improving enforcement of rules for operating electric bicycles, including establishing appropriate penalties for illegal operation of electric bicycles;
- Educating all road users about electric bicycle rights and responsibilities;
- Building safe biking infrastructure; and
- Improving data collection and analysis of electric bicycle related incidents to inform policy changes.

2026 Legislative Activity

The report, combined with heightened public attention on e-bike safety, has spurred significant legislative activity this year. Attachment A summarizes key e-bike bills introduced in the 2026 legislative session. Policy committees began hearing these bills in late March, and proposals are expected to be debated, amended, and potentially streamlined over the next few months.

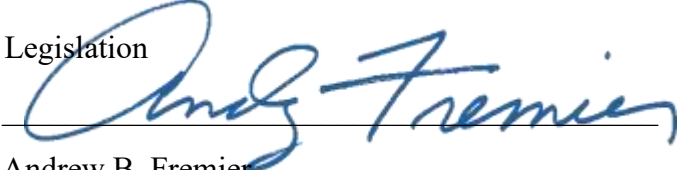
Staff will provide a verbal update at your April committee meeting and may return to the Committee in May or June with recommended positions on any major bills that are advancing.

Recommendation:

Information



Attachments:


- Attachment A: 2026 Electric Bicycle Legislation


Andrew B. Fremier

2026 Electric Bicycle Legislation

Bill Number (Author) <i>Note: Bills are organized by number, with Assembly bills first, followed by Senate bills.</i>	Summary <i>Note: Bill summary reflects text in print as of 3/19/26, unless otherwise noted.</i>	Bay Area Legislator
AB 1557 (Papan) <i>E-Bike Motor Limits</i>	<ul style="list-style-type: none"> • Redefines the classes of electric bicycles (e-bikes) based on their motor and speed assistance capabilities. • Prohibits class 1 and class 2 e-bikes from providing assistance when speeds reach 16mph, down from 20mph. • Prohibits manufacturers and retailers from selling class 1 or class 2 e-bikes capable of exceeding 750 watts of peak power and 250 watts of continuous power. 	<p style="text-align: center;">✓</p>
AB 1569 (Davies) <i>E-bikes at Schools</i>	<ul style="list-style-type: none"> • Require K-12 student e-bike riders to complete the electric bicycle safety and training program developed by the Department of the California Highway Patrol or a related safety course as a condition to park on campus. 	

Bill Number (Author) <i>Note: Bills are organized by number, with Assembly bills first, followed by Senate bills.</i>	Summary <i>Note: Bill summary reflects text in print as of 3/19/26, unless otherwise noted.</i>	Bay Area Legislator
AB 1942 (Bauer-Kahan) <i>E-Bike License & Registration</i>	<ul style="list-style-type: none"> Require class 2 and class 3 e-bikes to be registered with the DMV and to display a special license plate issued by the department. Provide a loan from the General Fund to support the DMV’s administrative costs to establish the Electric Bicycle Registration Fund. 	
AB 2284 (Dixon) <i>Labeling & Advertising</i>	<ul style="list-style-type: none"> Require CHP and biking non-profits to compile a list of two-wheeled devices that are labeled, advertised, or commonly perceived as e-bikes, but do not comply with the definition of any single class of e-bikes. 	
AB 2346 (Wilson) <i>Speedometers, Lights, Labeling & Speed Limits</i>	<ul style="list-style-type: none"> Requires class 1 and class 2 e-bikes to be equipped with a speedometer and front and rear lights Requires manufacturers and distributors of electric bicycles to include a written description of California’s e-bike laws with the bicycle’s packaging to be provided to the consumer. 	

Bill Number (Author) <i>Note: Bills are organized by number, with Assembly bills first, followed by Senate bills.</i>	Summary <i>Note: Bill summary reflects text in print as of 3/19/26, unless otherwise noted.</i>	Bay Area Legislator
	<ul style="list-style-type: none"> • Prohibit a person under 16 from riding a self-propelled device at a speed greater than 15 MPH without a driver’s learning permit. • Allow local authorities to set speed limits on biking paths and trails and also set a prima facie speed limit of 5 MPH on a sidewalk and 15 MPH for a Class IV bikeway. 	
AB 2595 (Papan) <i>San Mateo County E-bike Pilot Program</i>	<ul style="list-style-type: none"> • 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. • If an ordinance is enacted, a report on its enforcement and outcomes must be submitted to the Legislature by January 1, 2030, and a public information campaign must occur for 30 days before the ordinance takes effect. 	

Bill Number (Author) <i>Note: Bills are organized by number, with Assembly bills first, followed by Senate bills.</i>	Summary <i>Note: Bill summary reflects text in print as of 3/19/26, unless otherwise noted.</i>	Bay Area Legislator
SB 956 (Choi) <i>Local Regulation of E-bikes</i>	<ul style="list-style-type: none"> • Authorize a city, county, or city and county to adopt and enforce local ordinances regulating the operation, registration, speed limits, and equipment requirements for electric bicycles including imposing, speed limits, age requirements, and equipment standards, including, but not limited to, helmet and safety equipment requirements for electric bicycles. • Authorize a local authority to allow a person under 16 years of age to operate a class 3 electric bicycle, as specified. • Exempt a person riding an electric bicycle from the laws pertaining to the operation of a bicycle if the exemption is from a local ordinance. 	
SB 1167 (Blakespear) <i>Differentiating E-bikes from E-motos</i>	<ul style="list-style-type: none"> • Prohibit motor-driven cycles and mopeds from being advertised, sold, offered for sale, or labeled as electric bicycles. • Make a violation of this provision a misleading statement for purposes of false advertising provisions of the Business and Professions Code. 	

Metropolitan Transportation Commission

Legislation Text

File #: 26-0328, **Version:** 1

Subject:

MTC-ABAG March Sacramento Advocacy Trip

Report out on MTC-ABAG's 2026 advocacy trip to Sacramento.

Presenter:

Julie Snyder

Recommended Action:

Information

Attachments:

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

April 10, 2026

Agenda Item 3e

MTC-ABAG March Sacramento Advocacy Trip

Subject:

Report out on MTC-ABAG's 2026 advocacy trip to Sacramento.

Background:

On March 17 to 18, 2026, eight MTC commissioners and ABAG Executive Board members represented MTC-ABAG in Sacramento at the agencies' 2026 March advocacy trip.

Participating MTC Commissioners included Chair Sue Noack, Vice-Chair Stephanie Moulton-Peters, Administration Committee Chair Gina Papan, Commissioner Marilyn Ezzy Ashcraft, Joint MTC ABAG Legislation Committee Vice Chair Alicia John-Baptiste, and Planning Committee Chair Eddie Ahn. ABAG representatives included President Belia Ramos (also an MTC Commissioner) and ABAG Housing Committee Vice-Chair Lisa Motoyama. They were joined by members of the MTC-ABAG executive leadership and the legislative team.

Over two days, commissioners/directors met with the following 26 Bay Area delegation offices and the office of Senate Budget Committee Chair Laird:

- Assemblymembers Aguiar-Curry, Ahrens, Ávila Farías, Bauer-Kahan, Berman, Bonta, Connolly, Haney, Kalra, Lee, Ortega, Papan, Pellerin, Rogers, Stefani, Wicks, and Wilson
- Senators Arreguin, Becker, Cabaldon, Cortese (Senate Transportation Committee staff), Grayson, Laird, McGuire, Wahab, and Wiener

Commissioners/directors also connected with Senator Arreguín, Assemblymember Ávila Farías, Assemblymember Connolly and Assemblymember Wilson at a Tuesday evening event. Discussions focused on the agencies' top legislative priorities:

- Senate Bill (SB) 1087 (Cabaldon), the agencies' co-sponsored legislation to modernize the Sustainable Communities Strategy
- A \$15 million budget request for the Bay Area Housing Finance Authority (which is part of a larger \$32 million budget request that incorporates funding for Bay Area Housing Finance Authority's (BAHFA's) sister housing finance agencies in Los Angeles and San Diego)

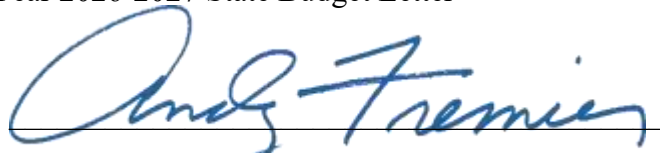
- MTC-ABAG's broader transportation and housing budget asks, which include maintaining the SB 125 funding commitment for transit; fully funding the SB 840 (Limón, 2025) funding targets for transit and housing programs; and, should the Legislature proceed with funding the SB 840 \$125 million set-aside for transit passes, we recommend that the Bay Area's share be used to expand Clipper® BayPass access to Bay Area community college students.

Recommendation:

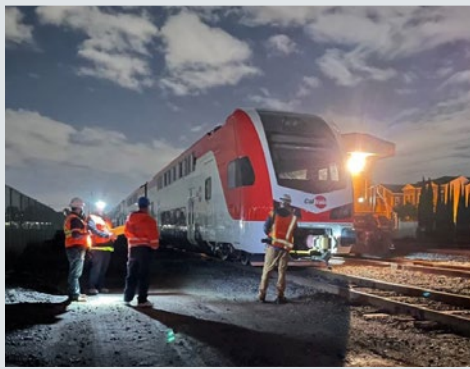
Information

Attachments:

- Attachment A: Lobby Day Transit and Housing Budget Handout
- Attachment B: Lobby Day BAHFA Handout
- Attachment C: Lobby Day SB 1087 (Cabaldon) Handout
- Attachment D: MTC-ABAG Fiscal Year 2026-2027 State Budget Letter



Andrew B. Fremier



(Photos, left to right: Karl Nielsen; Noah Berger; Joey Kotfica. All rights reserved.)

Protecting Transit and Housing Investments in the FY 2026–27 State Budget

The Bay Area’s \$1 trillion economy depends on a strong, reliable transit system and housing that is affordable to workers at every income level. Jobs, mobility and affordability are interconnected — and they depend on continued state partnership. As the Legislature finalizes the FY 2026–27 State Budget, maintaining stable funding for transit and housing programs will protect projects already underway, leverage federal investment, and prevent setbacks that would increase costs for residents and businesses alike.

Fully Fund Cap-and-Invest Transit and Housing Initiatives

SB 840 set statutory funding targets for key transit and housing programs:

- **\$800M** – Affordable Housing and Sustainable Communities (AHSC)
- **\$400M** – Transit and Intercity Rail Capital Program (TIRCP)
- **\$200M** – Low Carbon Transit Operations Program (LCTOP)

The Governor’s January budget proposal funds these programs at approximately 30% below the statutory targets due to reduced auction revenues.

These initiatives fund housing near transit, modernize rail and bus infrastructure, reduce congestion and emissions, and support jobs across California.



(Photo: Mark Jones)

Investment Across America BART to Silicon Valley Phase II Extension Project



75,000
New jobs across 41 states

- **43,000** Construction & Engineering
- **21,000** Logistics & Support
- **11,000** Goods, Services & Retail

Source: VTA BSVII Investment Across America Brochure – VTA, March 2025

MTC-ABAG requests the Legislature fund these programs at levels consistent with the statutory targets.

Fulfill the SB 125 Transit Funding Commitment

In 2023, the Legislature adopted SB 125, a \$5.1 billion multi-year transit funding package designed to stabilize transit operations and advance critical modernization projects. Nearly



BART train travels through Oakland.
(Photo: Noah Berger)

\$700 million in FY 2026–27 and FY 2027–28 Greenhouse Gas Reduction Fund (GGRF) commitments under SB 125 are outstanding and are not reflected in the Governor’s proposed multi-year Cap-and-Invest expenditure plan.

The Bay Area’s remaining share is \$250 million. MTC committed those funds to:

- BART to Silicon Valley Phase II
- BART Transbay Core Capacity

Both projects are under construction and leverage significant local, regional and federal funds.

MTC-ABAG urges the Legislature to provide the remaining SB 125 appropriations, consistent with prior budget commitments.

Clipper® BayPass for Bay Area Community College Students

Clipper BayPass is an unlimited transit pass administered by MTC that provides free travel for cardholders across the 22 Bay Area transit systems that accept Clipper. Following the success of two pilot phases, organizations may now purchase BayPass for their employees, residents and/or students. However, for many Bay Area community colleges, cost and statutory limitations on fees are significant barriers. If the Legislature proceeds with the \$125 million transit pass set-aside under SB 840, MTC recommends the Bay Area’s share (\$40 - \$60 million) be directed to expand BayPass access for the region’s more than 400,000 community college students. This will not only ensure the funds increase transit usage in the near term, it will also improve educational outcomes and help grow the next generation of Bay Area transit riders.



(Photo: Noah Berger)

Pilot Shows Students with BayPass:



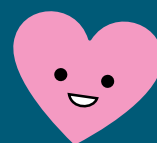
30% – 35%
Took More Transit

2x

More Transfers



6% – 15%
More Likely to Stay Enrolled



5x More Find Transit Appealing

Than Peers with a Single Agency Pass.



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

For more information contact:

Georgia Gann Dohrmann
Assistant Director for Legislation and External Affairs
email: gganndohrmann@bayareametro.gov

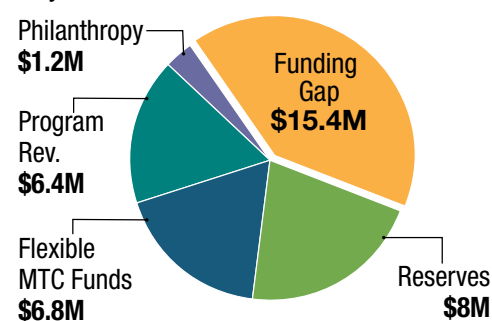


(Photos, left to right: Noah Berger; courtesy Mid Pen Housing; Noah Berger. All rights reserved.)

Invest in Bay Area Housing Finance Authority: \$15 million to Sustain Award-Winning Programs

The Bay Area Housing Finance Authority (BAHFA)’s new strategic plan charts a path to financial independence by 2030 via revenue-generating programs. With \$15 million in one-time state funding, matched by regional funds and philanthropy, BAHFA can continue its most promising programs for the intervening four years. This one-time funding will also position BAHFA to advance a large regional revenue measure as early as 2028.

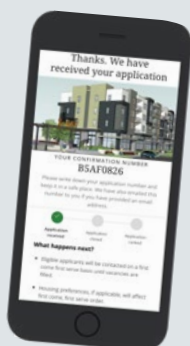
Estimated/Projected Funding
July 2026 to June 2030



What would \$15 million in state funding support?

Maintaining and Growing the Award-Winning Doorway Housing Portal

Thanks to state seed money and philanthropic donations, BAHFA built the first multi-county “search and apply” website for deed-restricted affordable housing. Recipient of a 2026 Eureka! Award for Regional Excellence from the California Association of Councils of Government, Doorway has:



- been used by more than **506,000 people**
- placed more than **3,200 households** into affordable homes, and
- **filled 200+ waitlists.**

A growing number of property managers rely on the system to fill vacancies, reducing their costs and increasing convenience for Bay Area housing seekers.

State funding would allow Doorway to accommodate more apartment listings, add accessory dwelling units (ADUs), and add new features. By 2030, the portal’s operating costs are projected to be covered by local contributions and small fees on property owners who access certain features.

Listings to date

East Bay	221
North Bay	20
Peninsula	103
South Bay	54

(Continued on back)

Launching a New Revenue-Generating Mixed-Income Financing Program

BAHFA's new flexible financing tools can deliver affordability swiftly and with limited public subsidy. Targeted for a 2026 launch, the \$30 million Mixed-Income Financing Program will:

- Finance new affordable housing developments for households across a mix of income levels.
- Generate revenue to support the agency's financial independence.

The state's support will ensure BAHFA can hire staff with the financial expertise necessary to run the program until it becomes self-sustaining.

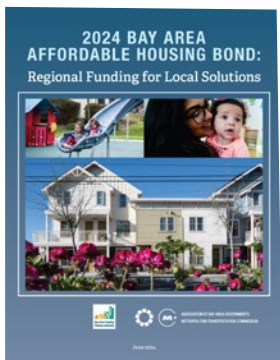
\$10M
lending capital raised from philanthropy and MTC-ABAG



(Photo: Karl Nielsen. All rights reserved.)

Preparing for a Potential 2028 Regional Housing Funding Measure

BAHFA is actively working with stakeholders to explore a regional housing funding measure authorized by AB 1487 (Chiu, 2019) as early as 2028. These efforts impose significant upfront costs on the agency, including crafting the statutorily mandated expenditure plan and developing neutral public information on the measure's anticipated impact. State funding also would support technical assistance and small grants to strapped local housing departments for their required expenditure plans.



(Photo: Courtesy of Meridian Apartments. All rights reserved.)

New Low-Cost Preservation Model

BAHFA's innovative Welfare Tax Exemption Program has helped preserve 881 "naturally occurring" affordable homes with minimal public financial support. A \$5,000 BAHFA grant and forgone local property tax revenue keep apartments affordable for 55 years. This preservation program will be expanded as part of the new Mixed-Income Financing Program.

The Value of Upfront Funding

Appropriating the full \$15 million in FY 2026-27 will help BAHFA hire the additional expertise needed to run the Mixed-Income Financing Program and retain time-limited staff who are operating BAHFA's effective programs today. Additionally, increased confidence in Doorway's longevity will attract more property listings, expand housing seekers' options and expedite BAHFA's path to financial independence. Finally, state support at this pivotal moment will signal to philanthropy and other partners that the state views BAHFA as a vital partner in delivering innovative programs to meet the Bay Area's housing needs.



For more information contact:

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Modernizing Sustainable Communities Strategies: From Planning to Action

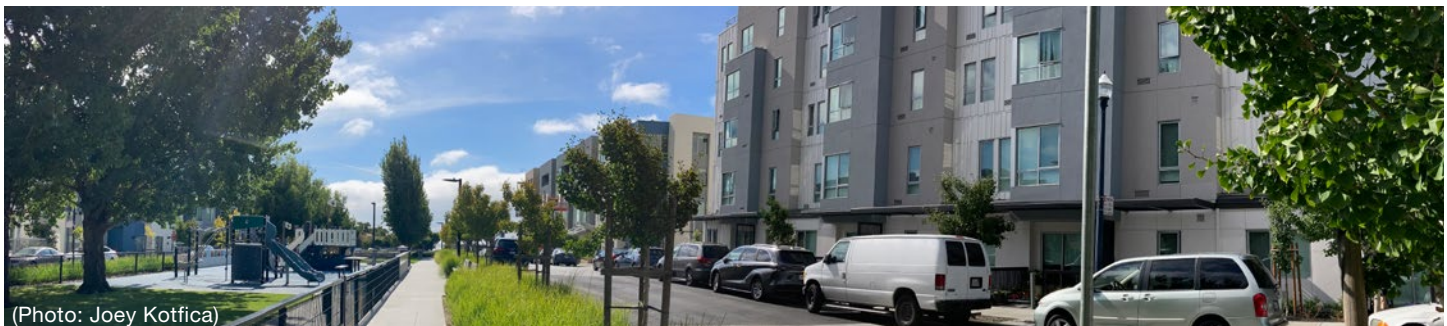
Delivering meaningful progress on California’s climate, transportation and housing goals



(Photos, left to right: Karl Nielsen; Caltrans, Dist. 4; Karl Nielsen. All rights reserved.)

Since 2008, Senate Bill (SB) 375 (Steinberg) has required each of California’s 18 metropolitan planning organizations (MPOs) to develop a strategy to reduce greenhouse gas emissions from passenger vehicles, including by planning for adequate housing near jobs and transit. SB 375 has served California well, but it is time to shift the emphasis from planning to implementation to accelerate progress toward California’s climate, transportation and housing goals.

Senator Cabaldon (D-Napa) is spearheading this effort with SB 1087. MTC-ABAG is co-sponsoring the bill with our “Big 4” MPO partners: Southern California Association of Governments (SCAG), the San Diego Association of Governments (SANDAG), and the Sacramento Area Council of Governments (SACOG).



(Photo: Joey Kotfica)

The Legislature should provide new flexible, formula-based funding to the Bay Area and other regions to support implementation of Sustainable Communities Strategies. Like the innovative and effective Regional Early Action Planning (REAP) program, funds should be available for a wide range of activities to advance the strategies in each region’s plan – from providing technical assistance to local governments developing their cycle 7 housing elements to funding projects and programs that accelerate affordable infill housing and increase low-carbon transportation options.

SB 1087 Modernization Goals



MTC and ABAG boards adopt Plan Bay Area, a \$1.4 trillion long-range transportation and land use plan. The Plan prioritizes affordable housing, pedestrian safety and enhanced transit options, among other goals.

(Photo, top to bottom: Karl Nielsen; Noah Berger; Joey Kotfica)

1 Focus on Implementation to Accelerate Progress

The State invests billions of dollars each year in transportation and housing projects that impact California’s ability to meet its climate goals. These funding decisions should align more closely with Sustainable Communities Strategies (SCSs). New, dedicated resources should be provided to MPOs to foster innovation and region-specific approaches. Additionally, streamlining SCS development will allow California metro areas to focus their energy away from technical planning exercises to delivering projects and programs that achieve state and regional goals and improve quality of life for their residents.

2 Reflect a Balanced Set of Goals

The modernized SCS should reflect state and regional goals of reducing greenhouse gas emissions, increasing affordability, improving mobility and making travel safer, among others. This requires the Air Resources Board to consider multiple objectives when establishing GHG targets. Also important is ensuring regions maintain flexibility in implementation to manage trade-offs and balance priorities unique to each region while still advancing the state’s climate goals.

3 Earn Trust and Drive Action

The modernized SCS should serve as a trusted roadmap for real investments and decisions. It must be understandable, engaging and grounded in reality. Today, key state modeling assumptions fail to reflect actual conditions, which makes the plan and its impact disconnected from the real world. By reflecting technological changes and other developments impacting vehicular emissions – such as California’s transition to cleaner vehicles – the SCS can be a more credible, transparent planning tool and foundation for more informed policy decisions.



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

For more information contact:

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email: jsnyder@bayareametro.gov | tel: 916.501.5922



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@actumllc.com or 916-806-6476.

Sincerely,



Andrew B. Fremier
Executive Director

Metropolitan Transportation Commission

Legislation Text

File #: 26-0312, **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: