

## Meeting Agenda

### Joint MTC ABAG Legislation Committee

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

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Friday, May 8, 2026

9:45 AM

Board Room - 1st Floor

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**This meeting shall consist of a simultaneous teleconference call at the following location(s):**

**District Office of Supervisor Duong, 70 W. Hedding Street, East Wing, 10th Floor,  
San Jose, CA 95110**

**District Office of Supervisor Mashburn, 675 Texas Street, District 5 Office 6025,  
Fairfield, CA 94533**

**District Office of Supervisor Rabbitt, 575 Administration Drive, Santa Rosa, CA 95403**

**District Office of Supervisor Williams, 675 Texas Street, District 3 Office 6029,  
Fairfield, CA 94533**

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via 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/84914805496>**

**iPhone One-Tap: US: +16699006833,,84914805496#**

**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: 849 1480 5496**

**International numbers available: <https://bayareametro.zoom.us/u/kxzg11P2x>**

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

**Action:** Committee Approval

**Attachments:** [2a 26-0425 2026-04-10 Joint MTC ABAG Legislation Committee Meeting](#)

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

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

**Action:** Information

**Presenter:** Jadie Moar

## 3. State Legislation

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

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

**Action:** Information

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [3ai 26-0556 Summary Sheet FY 2026-27 State Budget Update-May Revis](#)  
[3aii 26-0556 Attach A MTC-ABAG FY 26-27 State Budget Priorities Lette](#)  
[3aiii 26-0556 Attach B Senate Transit Budget Letter-FY 2026-27.pdf](#)  
[3aiv 26-0556 Attach C Assembly Transit Budget Letter-FY 2026-27.pdf](#)  
[3av 26-0556 Attach D Senate RHFA Budget Letter 3-6-26.pdf](#)  
[3avi 26-0556 Attach E Joint RHFA Budget Request 4-15-26.pdf](#)

- 3b.**     [26-0555](#)           Senate Bill 1167 (Blakespear): Electric Bicycle Safety
- Clarifies that e-bikes are devices that do not exceed 20 miles per hour (mph) (throttle) or 28 mph (pedal assist) and have motors of 750 watts or less. Devices exceeding these thresholds are not considered e-bikes and shall be regulated according to their speed, power, and safety risks.
- Action:**                 Support / Commission
- Presenter:**            Jadie Moar
- Attachments:**        [3bi 26-0555 Summary Sheet SB 1167 Blakespear-Support.pdf](#)  
[3bii 26-0555 Attachment A-SB 1167 Known Positions.pdf](#)  
[3biii 26-0555 Attachment B-Overview of all e-bike state legislation-4.15.26.](#)
- 3c.**     [26-0557](#)           Assembly Bill 2508 (Hoover): Public Utilities Public Purpose Programs Fund
- Eliminates the ratepayer-based funding stream for energy efficiency programs, such as BayREN, and replaces it with funding from the Greenhouse Gas Reduction Fund, subject to annual appropriation.
- Action:**                 Oppose / ABAG Executive Board
- Presenter:**            Georgia Gann Dohrmann
- Attachments:**        [3ci 26-0557 Summary Sheet AB 2508 Hoover.pdf](#)  
[3cii 26-0557 Attachment A Oppose Coalition Letter.pdf](#)  
[3ciii 26-0557 Attachment B-AB 2508 Known Positions.pdf](#)

#### 4. Federal Legislation

- 4a.**     [26-0427](#)           Washington, D.C. Legislative Update
- Report on key legislative, funding and political developments over the past month from Washington, D.C. prepared by the Summit Strategies team.
- Action:**                 Information
- Presenter:**            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, June 12, 2026 at 9:45 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA, and other remote locations. Any changes to the schedule will be duly noticed to the public.**

**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](http://mtc.ca.gov)) for public review for at least one year.

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

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

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

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

# Metropolitan Transportation Commission

## Legislation Text

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**File #:** 26-0425, **Version:** 1

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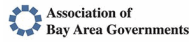
**Subject:**

Approval of Joint MTC ABAG Legislation Committee Minutes of the April 10, 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, April 10, 2026

9:45 AM

Board Room - 1st Floor

#### Roster

Eddie Ahn, Candace Andersen, Pat Burt, Pamela Campos,  
Ken Carlson (Chair), Noelia Corzo, Betty Duong, Pat Eklund, Marilyn Ezzy Ashcraft,  
Dorene M. 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).

Chair Ken Carlson called the meeting to order at 11:06 a.m.

#### 1. Call to Order / Roll Call / Confirm Quorum

**Present:** 11 - Chair Carlson, Vice Chair John-Baptiste, Committee Member Ahn, Committee Member Andersen, Committee Member Burt, Committee Member Campos, Committee Member Corzo, Committee Member Eklund, Committee Member Ashcraft, Committee Member Ramos and Committee Member Romero

**Absent:** 5 - Committee Member Duong, Committee Member Mahan, Committee Member Mashburn, Committee Member Rabbitt and Committee Member Williams

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

Ex Officio Voting Member Present: Commission Chair Noack

Ad Hoc Non-Voting Member Present: Commissioner Papan

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; 1516 Kamole Street, Honolulu, Hawaii 96821 – Andersen; District Office of Supervisor Williams, 675 Texas Street, 6th Floor, Conference Room 6001, Fairfield, CA 94533; and San José City Hall, 200 East Santa Clara Street, San Jose, CA 95113, 18th Floor - Councilmember Campos)

The following members participated from a noticed remote location: Member Andersen and Member Campos.

Members Duong and Williams were absent. Their remote locations remained open until the meeting concluded.

## 2. Consent Calendar

Upon the motion by Vice Chair John-Baptiste and second by Committee Member Romero, the Consent Calendar was unanimously approved. The motion carried by the following vote:

**Aye:** 11 - Chair Carlson, Vice Chair John-Baptiste, Committee Member Ahn, Committee Member Andersen, Committee Member Burt, Committee Member Campos, Committee Member Corzo, Committee Member Eklund, Committee Member Ashcraft, Committee Member Ramos and Committee Member Romero

**Absent:** 5 - Committee Member Duong, Committee Member Mahan, Committee Member Mashburn, Committee Member Rabbitt and Committee Member Williams

- 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\\_Minutes\\_Draft.pdf](#)

- 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\\_enforcement\\_authorization.pdf](#)  
[2bii\\_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

**Attachments:** [2c\\_26-0311\\_Handout-April\\_Legislative\\_History.pdf](#)

### 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](#)  
[3aiii 26-0404 Late Comment Received Senate Bill 1411 Stern.pdf](#)

Adina Levin, Seamless Bay Area, spoke on this item.

**Upon the motion by Committee Member Ashcraft and second by Committee Member Burt, a support and seek amendments position on SB 1411 (Stern) was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:**

- Aye:** 11 - Chair Carlson, Vice Chair John-Baptiste, Committee Member Ahn, Committee Member Andersen, Committee Member Burt, Committee Member Campos, Committee Member Corzo, Committee Member Eklund, Committee Member Ashcraft, Committee Member Ramos and Committee Member Romero
- Absent:** 5 - Committee Member Duong, Committee Member Mahan, Committee Member Mashburn, Committee Member Rabbitt and Committee Member Williams

**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](#)

**President Ramos and Committee Chair Carlson exercised ABAG’s urgency procedure to communicate ABAG’s opposition to Senate Bill 979 (Strickland) prior to the ABAG Executive Board meeting date. This agenda item is in conformance with ABAG Resolution No. 01-19, Adoption of Policy for Interim Action on Legislation and Administrative Policy Proposals.**

**Upon the motion by Committee Member Romero and second by Committee Member Ashcraft, an oppose position on SB 979 (Strickland) was adopted to be forwarded to the ABAG Executive Board for approval. The motion carried by the following vote:**

**Aye:** 11 - Chair Carlson, Vice Chair John-Baptiste, Committee Member Ahn, Committee Member Andersen, Committee Member Burt, Committee Member Campos, Committee Member Corzo, Committee Member Eklund, Committee Member Ashcraft, Committee Member Ramos and Committee Member Romero

**Absent:** 5 - Committee Member Duong, Committee Member Mahan, Committee Member Mashburn, Committee Member Rabbitt and Committee Member Williams

**3c.**     [26-0403](#)     Senate Bill 1087 (Cabaldon): Transportation Planning: Sustainable Communities Strategies

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](#)

Wendi Kallins, Safe Routes to School, spoke on this item.  
 Adina Levin, Seamless Bay Area, spoke on this item.

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

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

**Action:** Information

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [3ei\\_26-0328\\_Summary\\_Sheet\\_Lobby\\_Days.pdf](#)  
[3eii\\_26-0328\\_Attachment\\_A\\_Protecting\\_Transit-Housing\\_Investments-Handout\\_2026-03-11\\_FINAL.pdf](#)  
[3eiii\\_26-0328\\_Attachment\\_B\\_BAHFA\\_Handout\\_26-03-11B\\_FINAL.pdf](#)  
[3eiv\\_26-0328\\_Attachment\\_C\\_Modernizing\\_SCS\\_SB\\_1087-Handout\\_3-2026v9\\_FINAL.pdf](#)  
[3ev\\_26-0328\\_Attachment\\_D\\_MTC-ABAG\\_Letter-FY\\_26-27\\_State\\_Budget\\_Priorities-Final.pdf](#)

**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

**Attachments:** [4a\\_26-0312\\_Handout\\_MTC\\_March\\_2026\\_DC\\_Report.pdf](#)

**5. Public Comment / Other Business**

Roland Lebrun was called to speak.

**6. Adjournment / Next Meetings**

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

Chair Ken Carlson adjourned the meeting at 12:14 p.m.

# Metropolitan Transportation Commission

## Legislation Text

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**File #:** 26-0426, **Version:** 1

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**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

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**File #:** 26-0556, **Version:** 1

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**Subject:**  
Fiscal Year 2026-27 State Budget Update

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

**Presenter:**  
Georgia Gann Dohrmann

**Recommended Action:**  
Information

**Attachments:**

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

May 8, 2026

Agenda Item 3a – 26-0556

**Fiscal Year 2026–27 State Budget Update**

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**Subject:**

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

**Summary:**

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

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

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

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

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

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

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

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

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

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

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

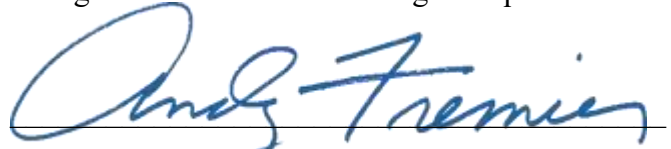
Staff will provide a verbal update at your meeting on any news about the Governor's May Revise to the FY 2026-27 State Budget.

**Recommendation:**

Information

**Attachments:**

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



Andrew B. Fremier



March 10, 2026

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

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

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

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

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

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

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

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

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

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

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

## **2. Fulfill the SB 125 Transit Funding Commitment**

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

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

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

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

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

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

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

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

MTC-ABAG are joining partners across the state to request the Legislature provide new flexible, formula-based funding to metro regions to support implementation of state-mandated Sustainable Communities Strategies (SCS) — Plan Bay Area 2050 in the Bay Area. Eligible uses should include planning and technical assistance for regions and local governments to develop and implement Regional Housing Needs Allocation (RHNA) Cycle 7 (similar to the first round of Regional Early Action Planning (REAP) grants) and the expanded implementation activities eligible under REAP 2, including capital and operating projects and programs that accelerate infill development, reduce vehicle miles traveled, increase housing supply, or otherwise carry out the strategies identified in each region’s SCS.

#### **5. Expand Transit Access for Bay Area Community College Students**

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

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

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

Sincerely,



Andrew B. Fremier  
Executive Director

# California State Senate

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SENATOR.ARREGUIN@SENATE.CA.GOV

SENATOR  
**JESSE ARREGUÍN**  
SEVENTH SENATE DISTRICT



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CHAIR  
BUSINESS, PROFESSIONS  
& ECONOMIC DEVELOPMENT  
ENERGY, UTILITIES  
& COMMUNICATIONS  
LOCAL GOVERNMENT  
TRANSPORTATION

# California State Senate

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SENATOR.WIENER@SENATE.CA.GOV

SENATOR  
**SCOTT WIENER**

威善高

ELEVENTH SENATE DISTRICT



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

March 16, 2026

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

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

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

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

Dear Senators Laird, Reyes, and Richardson:

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

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

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

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

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

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

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

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

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

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

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

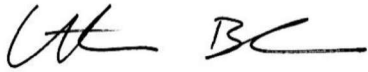
Sincerely,

JESSE ARREGUÍN  
Senator, 7<sup>th</sup> District

SCOTT WIENER  
Senator, 11<sup>th</sup> District

TIM GRAYSON  
Senator, 9<sup>th</sup> District

BEN ALLEN  
Senator, 24<sup>th</sup> District



CATHERINE BLAKESPEAR  
Senator, 38<sup>th</sup> District



TOM UMBERG  
Senator, 34<sup>th</sup> District



ROSILICIE OCHOA BOGH  
Senator, 19<sup>th</sup> District



HENRY STERN  
Senator, 27<sup>th</sup> District



SUSAN RUBIO  
Senator, 22<sup>nd</sup> District



March 16, 2026

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

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

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

Dear Assembly Members Gabriel and Bennett:

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

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

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

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

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

Respectfully,



Alex Lee  
Assemblymember, 24<sup>th</sup> District



Gail Pellerin  
Assemblymember, 28<sup>th</sup> District



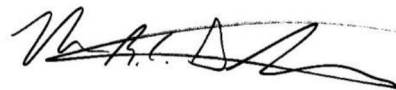
Mark Gonzalez  
Assemblymember, 54<sup>th</sup> District



Rhodesia Ransom  
Assemblymember, 13<sup>th</sup> District



Liz Ortega  
Assemblymember, 20<sup>th</sup> District



Nick Schultz  
Assemblymember, 44<sup>th</sup> District



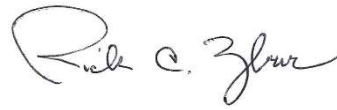
Dr. Darshana Patel  
Assemblymember, 76<sup>th</sup> District



Jose Luis Solache, Jr.  
Assemblymember, 62<sup>nd</sup> District



Buffy Wicks  
Assemblymember, 14<sup>th</sup> District



Rick Zbur  
Assemblymember, 51<sup>st</sup> District

# California State Senate

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SENATOR  
**JESSE ARREGUÍN**  
SEVENTH SENATE DISTRICT



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PUBLIC SAFETY  
CHAIR

BUSINESS, PROFESSIONS  
& ECONOMIC DEVELOPMENT

ENERGY, UTILITIES  
& COMMUNICATIONS

LOCAL GOVERNMENT

TRANSPORTATION

March 6, 2026

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

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

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

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

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

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

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

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

San Diego (SD-RHF)	\$ 9 million
<b>Total</b>	<b>\$32 million</b>

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

**Bay Area Housing Finance Authority**

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

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

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

**Los Angeles County Affordable Housing Solutions Agency**

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

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

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

### **San Diego Regional Housing Finance Agency**

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

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

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

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

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

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

Thank you for considering our request.

Sincerely,



Jesse Arreguín  
Senator, District 7



Akilah Weber Pierson  
Senator, District 39



María Elena Durazo  
Senator, District 26



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION

April 15, 2026

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Bay Area Housing Finance Authority**

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

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

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

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

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

### **Los Angeles County Affordable Housing Solutions Agency**

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

This budget request would:

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

**San Diego Regional Housing Finance Authority**

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

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

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

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

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

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

Sincerely,



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



Seyron Foo, Chief Intergovernmental Relations  
Officer  
LACAHS



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

# Metropolitan Transportation Commission

## Legislation Text

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**File #:** 26-0555, **Version:** 1

---

**Subject:**

Senate Bill 1167 (Blakespear): Electric Bicycle Safety

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

**Presenter:**

Jadie Moar

**Recommended Action:**

Support / Commission

**Attachments:**

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

May 8, 2026

Agenda Item 3b – 26-0555

**Senate Bill 1167 (Blakespear): Electric Bicycle Safety**

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**Subject:**

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

**Background:**

At the direction of the State Legislature through Senate Bill 318 (Min, 2023), the Mineta Transportation Institute published a research brief in December 2025, *Exploring Electric Bicycle Safety Performance Data and Policy Options for California*, with recommended policy actions. The report highlights that “e-bike” is often used to describe a wide spectrum of devices, contributing to confusion and challenges in both regulation and safety analysis. SB 1167 seeks to implement a key recommendation from the report, specifically, to revise the California Vehicle Code to update electric bicycle classes and operating rules, including clarifying the legal status of two-wheeled, powered “bicycle-shaped devices” that do not fit into any device category in the California Vehicle Code.

In discussing the numerous e-bike bills introduced this year at the April Joint MTC-ABAG Legislation Committee, committee members agreed that regulating the more dangerous high-speed, high-powered devices had the most potential to mitigate safety risks while still advancing the region’s sustainable transportation goals.

**Recommendation:**

Support / Commission

**Discussion:**

SB 1167 addresses a key gap in current law by clarifying which electric two-wheeled devices qualify as e-bikes, particularly as higher-speed, higher-powered devices have become more prevalent in the marketplace. Market research firm Global Market Insights estimates that only 43 percent of devices sold in 2024 were low-speed, low-power class 1 e-bikes, and that devices with

motors above 750 watts are the fastest growing segment of the e-bike market<sup>1</sup>. The bill establishes clear thresholds for power and speed, specifying that devices exceeding 750 watts or 20-mph throttle/28 mph pedal-assist limits do not qualify as e-bikes, and requiring manufacturers and sellers to provide disclosures regarding applicable licensing and registration requirements for these devices. It also establishes standard skyward-facing e-bike labeling guidelines so devices can be easily and properly identified. Lastly, the bill requires law enforcement incident reports to include identifying information from the e-bike label, or lack thereof, to improve the quality of e-bike data collection.

Among the e-bike bills introduced this session, SB 1167 takes a targeted approach by focusing on higher-risk and more dangerous devices without imposing new restrictions on low-speed, low-power class 1 e-bikes. The bill provides much needed regulatory clarity by ensuring higher-speed, higher-powered devices are appropriately classified and labeled, reducing confusion for consumers, retailers, and law enforcement. This approach strengthens safety and oversight, without limiting access to the e-bikes that support regional sustainability, mobility, and accessibility goals. From an operational perspective, the bill does not affect the class 1 e-bikes included in the BayWheels Bike Share fleet.

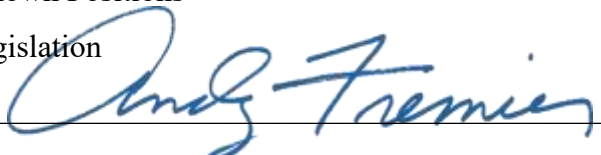
Staff will continue to monitor all e-bike bills under consideration this session and can provide further updates on other bills at your May Committee meeting.

**Known Positions:**

- See Attachment A.

**Attachments:**

- Attachment A: SB 1167 (Blakespear) Known Positions
- Attachment B: 2026 Electric Bicycle Legislation

  
\_\_\_\_\_  
Andrew B. Fremier

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<sup>1</sup> Global Market Insights. (2025, July). US e-bike market size - by product, by battery, by motor, by propulsion, by ownership, by power output, by application, by sales channel, by price range, growth forecast, 2025 - 2034. Retrieved from [https:// www.gminsights.com/industry-analysis/us-e-bike-market](https://www.gminsights.com/industry-analysis/us-e-bike-market)

**Senate Bill 1167 (Blakespear): Known Positions**

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**Support**


- California Bicycle Coalition (sponsor)
- People for Bikes (sponsor)
- Streets are for Everyone (sponsor)
- Streets for All (sponsor)
- 350 Sacramento
- AAA Northern California, Nevada & Utah
- Abate of California - Motorcyclists Rights & Safety Organization
- Active San Gabriel Valley
- Auto Club of Southern California (AAA)
- Bicycling Monterey
- Bike East Bay
- Bike LA
- Bike Temecula Valley
- California Association of Bicycling Organizations
- California District Attorneys Association
- California Emergency Nurses Association
- California Orthopedic Association
- Chico Velo Bicycle Advocates
- Circulate San Diego
- City of Carlsbad
- City of Vista
- Claremont Streets for People
- Day One
- Festival Trail
- LA Critical Mass
- Livable Communities Initiative
- Marin County Bicycle Coalition

- Move LA
- Move San Mateo
- Move Santa Barbara County
- Napa County Bicycle Coalition (napa Bike)
- Oceanside Unified School District
- City of Oceanside
- Rails to Trails Conservancy
- Sacramento Area Bicycle Advocates
- San Diego County Bicycle Coalition
- San Diego County District Attorney's Office
- San Dieguito Union High School District
- San Francisco Bicycle Coalition
- Sandiego350
- Santa Monica Safe Streets Alliance
- Santa Monica Spoke
- Silicon Valley Bicycle Coalition
- Sonoma County Bicycle Coalition
- South Pas Active Streets
- Street Racing Kills
- Sunnyvale Safe Streets
- Transbay Coalition
- Transform
- Walk Bike Berkeley
- Walk Bike Cupertino
- West Hollywood Bicycle Coalition
- 1 Individual
- Ebikeaccess.org (Support If Amended)

**Opposition**

None on file

### 2026 E-Bike Legislation

<b>Bill Number (Author) &amp; Status</b>  <i>Note: Bills are organized by number, with Assembly bills first, followed by Senate bills.</i>	<b>Summary</b>  <i>Note: Bill summary reflects text in print as of 4/15/26, unless otherwise noted.</i>	<b>Bay Area Legislator</b>
<b>AB 1557 (Papan)</b>  <i>E-Bike Motor Limits</i>  Amended 3/16/26	<ul style="list-style-type: none"> <li>• Redefines the classes of electric bicycles (e-bikes) based on their motor and speed assistance capabilities.</li> <li>• Prohibits class 1 and class 2 e-bikes from providing assistance when speeds reach 16mph, down from 20mph.</li> <li>• 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.</li> </ul>	
<b>AB 1569 (Davies)</b>  <i>Youth E-bike Safety and Training Program</i>  Amended 4/13/26	<ul style="list-style-type: none"> <li>• Would require, on or before March 1, 2028, the State Department of Education, in consultation with the Department of the California Highway Patrol, to develop a standardized electric bicycle safety and training program for students in grades 7 to 12.</li> <li>• Authorize the State Department of Education and the Department of the California Highway Patrol to collaborate with local law enforcement agencies or local governments that have implemented electric bicycle training programs already to ensure the program reflects proven best practices.</li> <li>• Encourage local educational agencies and parent organizations to offer training demonstrations to students and parents on e-bike operations in collaboration with local law enforcement agencies or local governments</li> </ul>	

<p><b>Bill Number (Author) &amp; Status</b></p> <p><i>Note: Bills are organized by number, with Assembly bills first, followed by Senate bills.</i></p>	<p><b>Summary</b></p> <p><i>Note: Bill summary reflects text in print as of 4/15/26, unless otherwise noted.</i></p>	<p><b>Bay Area Legislator</b></p>
<p><b>AB 1942 (Bauer-Kahan)</b></p> <p><i>E-Bike License &amp; Registration</i></p> <p>Introduced 2/13/26</p>	<ul style="list-style-type: none"> <li>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.</li> <li>Provide a loan from the General Fund to support the DMV’s administrative costs to establish the Electric Bicycle Registration Fund.</li> </ul>	<p>✓</p>
<p><b>AB 2284 (Dixon)</b></p> <p><i>Labeling &amp; Advertising</i></p> <p>Amended 4/6/26</p>	<ul style="list-style-type: none"> <li>Require the Attorney General’s office 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.</li> </ul>	
<p><b>AB 2346 (Wilson)</b></p> <p><i>Speedometers, Lights, Labeling &amp; Speed Limits</i></p> <p>Amended 3/26/26</p>	<ul style="list-style-type: none"> <li>Requires class 1 and class 2 e-bikes to be equipped with a speedometer and front and rear lights</li> <li>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.</li> <li>Prohibit a person under 16 from riding a self-propelled device at a speed greater than 15 MPH without a driver’s learning permit.</li> <li>Allow local authorities to set speed limits on biking paths and trails and also set a prima facie speed limit of 10 MPH on a sidewalk</li> </ul>	<p>✓</p>

<p><b>Bill Number (Author) &amp; Status</b></p> <p><i>Note: Bills are organized by number, with Assembly bills first, followed by Senate bills.</i></p>	<p><b>Summary</b></p> <p><i>Note: Bill summary reflects text in print as of 4/15/26, unless otherwise noted.</i></p>	<p><b>Bay Area Legislator</b></p>
<p><b>AB 2595 (Papan)</b></p> <p><i>San Mateo County E-bike Pilot Program</i></p> <p>Introduced 2/20/26</p>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul>	<p style="text-align: center;">✓</p>
<p><b>SB 956 (Choi)</b></p> <p><i>Local Regulation of E-bikes</i></p> <p>Amended 4/6/26</p>	<ul style="list-style-type: none"> <li>• The bill would, until January 1, 2032, authorize the County of Orange to establish a pilot program to require the display of a special license plate on electric bicycles.</li> <li>• Authorize the county to adopt ordinances or resolutions to implement the pilot program and would make a person operating an electric bicycle in violation of this requirement guilty of an infraction punishable by specified fines and mandatory attendance of the Department of the California Highway Patrol-approved electric bicycle training course.</li> </ul>	

<p><b>Bill Number (Author) &amp; Status</b></p> <p><i>Note: Bills are organized by number, with Assembly bills first, followed by Senate bills.</i></p>	<p><b>Summary</b></p> <p><i>Note: Bill summary reflects text in print as of 4/15/26, unless otherwise noted.</i></p>	<p><b>Bay Area Legislator</b></p>
<p><b>SB 1167 (Blakespear)</b></p> <p><i>Differentiating E-bikes from E-motos</i></p> <p>Amended 4/9/26</p>	<ul style="list-style-type: none"> <li>• Prohibit motor-driven cycles and mopeds from being advertised, sold, offered for sale, or labeled as electric bicycles.</li> <li>• Make a violation of this provision a misleading statement for purposes of false advertising provisions of the Business and Professions Code.</li> </ul>	

# Metropolitan Transportation Commission

## Legislation Text

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**File #:** 26-0557, **Version:** 1

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**Subject:**

Assembly Bill 2508 (Hoover): Public Utilities Public Purpose Programs Fund

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

**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**

**May 8, 2026**

**Agenda Item 3c – 26-0557**

**Assembly Bill 2508 (Hoover): Public Utilities Public Purpose Programs Fund**

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**Subject:**

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

**Background:**

Existing law vests the California Public Utilities Commission (CPUC) with regulatory authority over public utilities, including electrical corporations. Under existing law, the CPUC also oversees various utility-related “Public Purpose Programs,” including energy efficiency and conservation programs such as the Bay Area Regional Energy Network (BayREN), an ABAG-administered program, as well as similar programs run by utilities. Under existing law, those programs are generally funded through a charge which is collected on customers’ utility bills. AB 2508 would shift funding for those public purpose programs run by Regional Energy Networks such as BayREN to the Greenhouse Gas Reduction Fund (GGRF), subject to annual appropriation by the Legislature. While utilities such as Pacific Gas and Electric (PG&E) also operate energy efficiency programs, AB 2508 specifically targets Regional Energy Networks and does not address the programs run by utilities or the costs of those programs, even though the budgets for utility-run programs are much larger.

BayREN is a coalition of ABAG and the nine Bay Area counties which offers region-wide energy programs, services and resources to promote energy efficient buildings, reduce carbon emissions and build government capacity. Specifically, BayREN assists single family residents, property owners, businesses, and local governments with technical assistance and financial resources to find the best approach to reducing energy costs and greenhouse gas emissions. BayREN also assists local governments in evaluating and improving compliance with state energy code. More information about BayREN is available at <https://www.bayren.org/>.

**Discussion:**

Eliminating rate surcharges as the source of funding Public Purpose Programs and replacing them with an oversubscribed state funding source subject to annual budget appropriation by the Legislature would effectively end reliable operating revenue for BayREN and similar programs across the state. Successful energy efficiency programs depend on reliable, predictable multi-year funding. BayREN and similar programs currently apply to the CPUC for funding every four years and are then able to operate programs throughout that time period.

While purporting to address affordability, the bill targets only programs run by Regional Energy Networks, not programs run by Investor-Owned Utilities such as PG&E, even though Regional Energy Networks have significantly smaller budgets for energy efficiency programs than utilities. Moreover, this bill comes at a time when California is facing a new era of high electricity demand driven by electrification and demand for new, energy-intensive data centers. Without effective energy efficiency programs to reduce consumption, electricity rates are expected to rise significantly as additional energy generation capacity will need to be procured. The intent of the legislation is to save consumers money by eliminating certain targeted Public Purpose Program rate charges, but by eliminating this funding source for energy efficiency and safety net programs, the bill could have the opposite effect. The programs provided by Regional Energy Networks have real benefits to ratepayers and program participants, some of which—like workforce training, grid reliability, and a number of avoided costs—are difficult to measure or are not included when considering program benefits. For example, BayREN uses approximately 60% of its funds to serve equity customers, who need extra support in order to implement energy improvements and realize the associated bill savings and health benefits, but that benefit is not captured by standard program metrics. Energy efficiency lowers usage and costs for customers, making energy more affordable to them and reducing the costs of the overall system for everyone else.

In addition to threatening the continued operations of BayREN and other similar programs, AB 2508 would create yet another source of competition within the GGRF, making it that much more difficult to achieve MTC-ABAG's goal of funding transit and affordable housing at the levels authorized in SB 840 (Limon), the Legislature's reauthorization of the Cap and Invest program.

For these reasons, staff recommends the Committee refer an oppose position on AB 2508 to the ABAG Executive Board.

**Recommendation:**

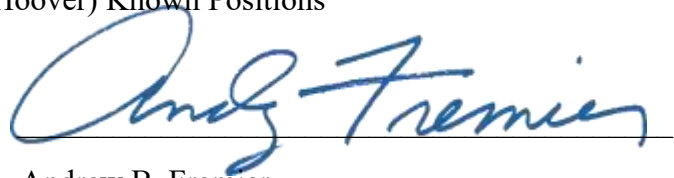
Oppose/ ABAG Executive Board

**Known Positions:**

See Attachment B

**Attachments:**

- Attachment A: Coalition letter in opposition
- Attachment B: Assembly Bill 2508 (Hoover) Known Positions

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

Andrew B. Fremier



RISING SUN  
CENTER FOR OPPORTUNITY



LOCAL GOVERNMENT  
SUSTAINABLE  
ENERGY COALITION



ENVIRONMENTAL  
INNOVATIONS

April 1, 2026

Assemblymember Cottie Petrie-Norris, Chair  
Assembly Committee on Utilities and Energy  
1020 N Street, Suite 121  
Sacramento, CA 95814

**Re: AB 2508 (Hoover)- Oppose**

Dear Chair Petrie-Norris,

We the undersigned write to express our respectful opposition to AB 2805 (Hoover), which would eliminate the current funding stream for the state’s Public Purpose Programs, including energy efficiency (EE) and research and development programs, and instead force them to compete for more volatile and scarce Greenhouse Gas Reduction Funds (GGRF). Injecting this level of uncertainty into the state’s EE programs will compound the current affordability crisis by eliminating the benefits of EE to both individual ratepayers and the energy system as a whole. It will cost more than it will save.

## **Energy Efficiency is Crucial for Reliability and Affordability**

California is facing a new era of load growth, driven by electrification and data centers. The CEC estimates that total electricity consumption will increase by as much as 45%, and peak demand will increase by as much as 42%, by 2045.<sup>1</sup> Without robust and stable energy efficiency programs to manage demand and support reliability, these increases will be even larger. California’s Loading Order policy prioritizes EE and demand reduction before other generation resources, because **the cheapest electron is the one we never have to buy at all.**<sup>2</sup>

Modern EE programs also reduce peak demand by seamlessly integrating demand response and load flexibility measures capable of shifting peak loads, thereby saving ratepayers money. Importantly, the CEC’s load forecasts, which are the basis for electricity procurement planning, assume at least 13.5 GWh in achievable energy efficiency savings.<sup>3</sup> Without these programs, load serving entities (LSEs) will need to procure an additional 13.5 GWh of generation capacity statewide to cover the shortfall. Those costs will be passed on to ratepayers.

Beyond avoided procurement costs, EE programs provide savings on the transmission and distribution side of the bill as well. Reducing energy demand also reduces the need for new infrastructure to deliver electricity, and EE is a highly cost-effective way to do so. The CPUC’s 2025 Report on Demand Side Management Programs found that:

*“...the portions of Public Purpose Program funds allocated to energy efficiency and demand response programs comprise less than five percent of the electric revenue requirement and less than four percent of the gas revenue requirement for the large investor-owned utilities. **This low impact on rates provides a low-cost path to equitably achieve cost savings for customers and reduce total energy consumption and peak demand, which in turn reduces retail rates through lower energy prices and avoided capacity, transmission, and distribution costs**”<sup>4</sup>*

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<sup>1</sup> Slide 9, <https://www.energy.ca.gov/filebrowser/download/9328?fid=9328>. Peak demand refers to the time when statewide energy usage is highest, typically 4-9pm on summer days, and power is most expensive to supply during this time.

<sup>2</sup> [Cal. Pub. Util. Code § 454.5\(b\)\(9\)\(C\)](#)

<sup>3</sup> Page 37. <https://efiling.energy.ca.gov/GetDocument.aspx?tn=266416>

<sup>4</sup> Page 10. <https://www.cpuc.ca.gov/-/media/cpuc-website/divisions/office-of-governmental-affairs-division/reports/2025/report-on-demandside-management-programs-pursuant-to-puc-section-9135.pdf>

## **EE Provides Direct Savings to Individual Customers**

Energy efficiency is one of the best tools customers can use to directly protect themselves against high rates and bills. If customers cannot reduce their usage through energy efficiency, they are more at risk of falling behind on their bills and even being disconnected, especially low-income residents who are already in economically precarious positions. While the Energy Savings Assistance Program (ESA) serves exclusively low-income customers, a significant portion of the non-income qualified energy efficiency portfolio also serves lower income customers, rural customers, affordable multi-family housing, and small businesses. For many customers, EE functions as an affordability safety net as well as an environmental opportunity.

## **Stable Funding is Necessary to Continue Realizing These Benefits**

Successful energy efficiency programs depend on reliable, predictable multi-year funding. Funding certainty allows administrators to plan ahead with confidence, which helps ensure that all customers can participate. It also improves cost-effectiveness by allowing for bulk purchasing, efficient use of administrative resources, and other economies of scale. Sustainable and reliable funding is also essential to support nearly 312,000 energy efficiency jobs and 53,000 EE businesses across California.<sup>5</sup>

Neither the State General Fund nor the GGRF are able to provide the necessary funding certainty to sustain these valuable programs and ensure they remain cost effective. Not only are GGRF revenues hard to predict as noted by the Legislative Analysts Office (LAO),<sup>6</sup> but using GGRF for PPP costs may also require revisiting the deal struck by the Legislature in SB 840 (Limon, 2025). Under the legislation, GGRF discretionary revenues are allocated in tiers of priority, including towards replacing the State Responsibility Area fire prevention fee, high speed rail, public transit passes, a University of California Climate Research Center, community air protection, and several other programs that do not pertain to efforts currently supported by the PPP.

Given the key role that EE programs play in the state's energy management strategy and the benefits they provide to affordability and grid stability, the state must ensure that these programs remain viable. Shifting the funding source of the state's EE programs to the volatile GGRF will threaten both the affordability benefits and system reliability benefits that are provided by these programs. As such, we urge you to vote NO on AB 2508.

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<sup>5</sup> [https://building-performance.org/documents/2025/EEJAFullReport\\_2025.pdf](https://building-performance.org/documents/2025/EEJAFullReport_2025.pdf)

<sup>6</sup> Page 6, [https://lao.ca.gov/reports/2026/5114/2026-27\\_Cap\\_Invest\\_021026.pdf](https://lao.ca.gov/reports/2026/5114/2026-27_Cap_Invest_021026.pdf)

Sincerely,

Stephanie Chen  
Vice President of Legislative Affairs  
MCE

Chris Burmeister  
Board Chair  
California Efficiency + Demand  
Management Council

Lucas Frerichs  
Yolo County Supervisor  
District 2

Sheila Allen, RN, PhD  
Yolo County Supervisor  
District 4

Brian Tisdale, Councilman  
City of Lake Elsinore  
Advocacy Committee Chair  
Western Riverside Council of  
Governments

Ericka Flores  
Clean Energy & Equity Advocate  
Natural Resources Defense Council

Ms. Shawn Marshall  
Chief Executive Officer  
Peninsula Clean Energy

Patrick Welch  
Associate Director of Legislative Affairs  
San Diego Community Power

Patricia Terry  
Portfolio Lead  
Northern Rural Energy Network

Demian Hardman  
Board Chair  
Local Government Sustainable Energy  
Coalition (LGSEC)

Steve Frisch  
President  
Sierra Business Council

Craig Perkins  
President & Executive Director  
The Energy Coalition

Anthony Dang  
Policy and Community Outreach Manager  
Climate Action Campaign

Sneha Ayyagari  
Director of Policy  
Rising Sun Center for Opportunity

Chris Sentieri  
Principal  
CEER LLC

Jo Fleming  
President  
Environmental Innovations

Alexis Sutterman  
Senior Policy Manager  
Brightline Action

**Assembly Bill 2508 (Hoover): Known Positions**

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**Support**

- Climate Future California
- Coalition of California Utility Employees
- Edison International and Affiliates, Including Southern California Edison
- Pacific Gas and Electric Company
- Pacific Gas and Electric Company and its Affiliated Entities
- San Diego Gas and Electric Company
- Southern California Edison

**Opposition**

- Brightline Action
- California Efficiency + Demand Management Council
- Climate Action Campaign
- Community Energy & Equity Resources
- Environmental Innovations
- Local Government Sustainable Energy Coalition
- Marin Clean Energy (MCE)
- Natural Resources Defense Council (NRDC)
- Northern Rural Energy Network (NREN)
- Peninsula Clean Energy
- Rising Sun Center for Opportunity
- San Diego Community Power
- Sierra Business Council
- The Energy Coalition
- Western Riverside Council of Governments (WRCOG)
- Yolo County Board of Supervisors
- San Mateo County Board of Supervisors

**Oppose Unless Amended**

- The Utility Reform Network (TURN)
- The Utility Wildfire Survivor Coalition

# Metropolitan Transportation Commission

## Legislation Text

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**File #:** 26-0427, **Version:** 1

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**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:**