

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

August 14, 2026

Agenda Item 4a-26-0856

Washington D.C. Report

Subject:

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

Issues:

None identified.

Recommendations:

Information

Attachments:

- Attachment A: Summit Strategies Team Report – July 2026



Andrew B. Fremier



SUMMIT
STRATEGIES

440 1st Street, NW, Suite 440
Washington, DC 20001
(202) 638-3307 main
www.summitstrategies.us

Summit Strategies Team Report – July 2026

From: Summit Strategies Team

To: Andrew B. Fremier, Executive Director

Date: July 31, 2026

Subject: July 2026 Federal Legislative Monthly Report

- **Duffy Publishes Recommendations for Surface Transportation Extension**
 - **FTA Launches New Safety Dashboard**
 - **Bipartisan Transit Bills Introduced**
 - **Mullin Introduces AV Bill**
 - **Supporting MTC Priorities in Congress**
 - **National Transportation News Roundup**
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Below is a status update on issues of interest to MTC and the actions that we have taken to date.

Duffy Publishes Recommendations for Surface Transportation Extension

On Wednesday, July 22, 2026, Transportation Secretary Sean Duffy sent a letter to lawmakers outlining the U.S. Department of Transportation's priorities for an extension of surface transportation programs. The letter includes several recommendations that would impact transit:

- Granting the Federal Transit Administration (FTA) new authority to condition federal funds on a transit agency's progress on reducing fare evasion, passenger assaults, and workers assaults. In addition, the Secretary would be given greater authority to withhold funding when transit agencies fail to meet safety requirements (up to 100 percent of Federal formula funds). This would include creating a new mandatory set-aside for safety and crime prevention projects.
- Eliminating the Mass Transit Account and consolidating all Federal fuel tax revenues into the Highway Account of the Highway Trust Fund.
- Restricting federal discretionary and formula funding for bicycle lanes and other bicycle infrastructure.
- Combining the Grants for Buses and Bus Facilities and Low or No Emission competitive grant programs into a single program that eliminates the set-asides for low and zero emission buses and associated facilities.
- Combining four programs administered by the Office of the Secretary (OST), including the Reconnecting Communities Pilot Program (RCP), the smaller projects components of the Rural Surface Transportation Grants (Rural) and Nationally Significant Freight and Highway Projects (INFRA) programs, and the Local and Regional Project Assistance Program (BUILD) into one program titled the "America's Beautiful Community Transportation Projects" (ABC) program.
- Not extending several programs including the Carbon Reduction Fund, Charging and Fueling Infrastructure program, Reconnecting Communities Pilot program, Active Transportation Infrastructure Investment program, and Strengthening Mobility and Revolutionizing Transportation Grant program.
- Rescinding unobligated National Vehicle Infrastructure (Formula and Competitive program) funding.

- Changing the Congestion Relief Program to remove references to “optimizing transit systems” and remove project eligibilities that include cordon pricing as well as transit and commuter buses.
- Changing the Safe Streets and Roads for All grant program from a discretionary to a formula program.

The Infrastructure Investment and Jobs Act (IIJA) will expire on September 30, 2026. As of the writing of this memo, the U.S. House of Representatives has passed their bill through the Transportation and Infrastructure Committee without the controversial transit provisions. The Senate has not yet released their reauthorization proposal and it is widely expected that Congress will extend the current law to provide additional time for negotiations. Encouragingly, Senate Environment and Public Works Committee Chair Shelley Moore Capito (R-WV) referred to the proposal to eliminate the Mass Transit Account as a “non-starter.”

FTA Launches New Safety Dashboard

On Thursday, July 23, 2026, the FTA launched a new online platform, *Transit Moves America*, to make it easier for Americans to access safety, security, and performance data for public transportation systems. The dashboard uses data collected from the National Transit Database, which was established in 1974 to hold data on the financial, operating, and operating conditions of America’s transit systems. FTA uses NTD data to apportion funding for urbanized and rural areas. Key features of the dashboard include:

- Monthly updates on safety and security data
- Annual updates to accessibility and efficiency data
- Customized information on the conditions of bus and train systems
- Operating costs per passenger trip for the 25 largest urban areas

According to U.S. Department of Transportation (DOT’s) data “major security events” on public transportation are declining, with only 0.3 events occurring per 1 million transit trips on rail and 0.15 events occurring per 1 million transit trips on bus.

The goal of the new dashboard is to supplement FTA’s Request for Information (RFI) issued on June 4, 2026, soliciting information from the transit industry about several metrics including

safety and security, cleanliness, accessibility, real-time service data availability, and system reliability.

Bipartisan Transit Bills Introduced

Senators Dave McCormick (R-PA) and Tammy Duckworth (D-IL) recently introduced two bipartisan transit bills—the All Stations Accessibility Program (ASAP) Act and the Transit for Urban Renewal and Business Opportunities (TURBO) Act.

- ASAP Act: Starting in Fiscal Year (FY) 2027, the ASAP Act would reauthorize \$350 million annually for the ASAP program with a federal match up to 80 percent. The bill is a clean reauthorization of the ASAP program which was first enacted in the Infrastructure Investment and Jobs Act (IIJA). ASAP provides federal competitive grants to assist eligible entities in financing capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities
- TURBO Act: The TURBO Act would increase the statutory cap for qualified highway or surface freight transfer facilities from \$30 billion to \$45 billion. This increase would ensure that critical transportation projects can continue to access low-cost financing through public-private partnerships. The bill would also expand the eligibility of mass commuting facilities by explicitly allowing for the acquisition of rolling stock, which would lower financing costs for modernizing fleets, and changes the speed requirement for high-speed intercity rail facilities by lowering the 150 miles per hour requirement to 110 miles per hour. Reducing the threshold to 110 mph would open access to PAB financing for a far wider range of passenger rail investments. APTA has endorsed this legislation.

Mullin Introduces AV Bill

This month, Representative Kevin Mullin (D-CA) introduced the “AV Emergency Response Coordination Act,” which would standardize autonomous vehicle protocols during emergencies. The bill would direct the National Highway Traffic Safety Administration (NHTSA) to establish minimum safety standards and protocols requiring Autonomous Vehicle (AV) operators to improve how they work with public safety personnel. Details include:

- Requiring AV companies to provide standardized emergency response protocols for first responders.
- Establishing a 24/7 hotline for public officials to communicate directly with AV companies during autonomous vehicle incidents.
- Directing NHTSA to develop minimum national emergency response standards across AV operators.
- Creating a process for public officials to issue “geofence notices” so that AVs avoid certain areas during an emergency or while there is an ongoing safety hazard. Bill text can be found [here](https://kevinmullin.house.gov/wp-content/uploads/2026/07/AV-Emergency-Response-Coordination-Act-1.pdf) (<https://kevinmullin.house.gov/wp-content/uploads/2026/07/AV-Emergency-Response-Coordination-Act-1.pdf>)

Supporting MTC Priorities in Congress

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

- The Office of Representative Lateefah Simon (D-CA), including Sydney Dahiyat (Legislative Assistant) and Grace Carlos (Operations Director/Scheduling Director)
- The Office of Representative Mark DeSaulnier (D-CA), including Redi Degefa (Policy Adviser)
- The Office of Representative John Garamendi (D-CA), including Bradley Bottoms (Chief of Staff) and Elisabeth Raczek (Legislative Assistant)
- The Senate Appropriations Committee (Minority Staff), including Joe Eckert (Subcommittee Clerk)
- Senate Appropriations Committee (Majority Staff), including Mike Clark (Clerk)

National Transportation News Roundup (links to articles)

- [APTA responds to USDOT’s proposals for surface transportation reauthorization bill \(Mass Transit\)](https://www.masstransitmag.com/management/news/55393681/apta-responds-to-usdots-proposals-for-surface-transportation-reauthorization-bill?utm_source=MASS+Daily&utm_medium=email&utm_campaign=CPS260722047&o_eid=8394A9049534D1M&rdx.ident[pull]=omeda|8394A9049534D1M) [https://www.masstransitmag.com/management/news/55393681/apta-responds-to-usdots-proposals-for-surface-transportation-reauthorization-bill?utm_source=MASS+Daily&utm_medium=email&utm_campaign=CPS260722047&o_eid=8394A9049534D1M&rdx.ident\[pull\]=omeda|8394A9049534D1M](https://www.masstransitmag.com/management/news/55393681/apta-responds-to-usdots-proposals-for-surface-transportation-reauthorization-bill?utm_source=MASS+Daily&utm_medium=email&utm_campaign=CPS260722047&o_eid=8394A9049534D1M&rdx.ident[pull]=omeda|8394A9049534D1M)

- [Mass transit, bike lanes, EV infrastructure face substantial cuts in DOT proposal \(Smart Cities Dive\)](https://www.smartcitiesdive.com/news/duffy-dot-cut-funding-transit-bike-pedestrian/826213/) <https://www.smartcitiesdive.com/news/duffy-dot-cut-funding-transit-bike-pedestrian/826213/>
- [US transit: a case of Long Covid \(International Railway Journal\)](https://www.railjournal.com/in_depth/us-transit-a-case-of-long-covid/) https://www.railjournal.com/in_depth/us-transit-a-case-of-long-covid/