

C/CAG

City/County Association of Governments of San Mateo County

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C/CAG Legislative Committee MEETING NOTICE

Date: Thursday, June 11, 2026 Time: 5:30 p.m. Location: 455 County Center 1 st Floor, Room 101 Redwood City, CA 94063	Join by Webinar: https://us02web.zoom.us/j/84157433037?pwd=WwVDYMPHVRtkK0bNOMUKJ13ratEEvp.1 Webinar ID: 841 5743 3037 Password: 061126 Join by Phone: (669) 900-6833
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*****IN-PERSON MEETING WITH REMOTE PUBLIC PARTICIPATION
AVAILABLE *****

Chair: Adam Rak **Vice Chair:** Eddie Flores

Members: Andrea Pappajohn, Anders Fung, Elizabeth Lewis, Elmer Martínez Saballos, Gina Papan, Greg Wright, Lisa Gauthier, Michael Salazar (C/CAG Chair), Stacy Jimenez (C/CAG Vice Chair),

This meeting of the Legislative Committee will be held in person at the location listed above. Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. The Committee welcomes comments, including criticism, about the policies, procedures, programs, or services of the agency, or of the acts or omissions of the Board and committees. Speakers shall not disrupt, disturb, or otherwise impede the orderly conduct of a Committee meeting. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

Meeting Agenda

No.	Item	Speaker	Pages
1.	Call to Order	Rak	
2.	Roll call	Petrofsky	
3.	Public comment on items not on the agenda.	Rak	
4.	Review and approve the Legislative Committee meeting minutes from the meeting held on May 14, 2026.	Action Petrofsky	4 - 7
5.	Review legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.)	Possible Action Robinson/Guansona/Antwih Rak	8 - 41
6.	Adjournment	Rak	

Next Meeting: July 9, 2026

If you have any questions about this agenda, please contact C/CAG staff:

Acting Executive Director: Kaki Cheung at kcheung1@smcgov.org

Senior Program Specialist: Matt Petrofsky at mpetrofsky@smcgov.org

Clerk of the C/CAG Board: Mima Crume (650) 599-1406

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Courtyard, 555 County Center, Redwood City, CA, and on C/CAG's website at: <http://www.ccag.ca.gov>.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the office of the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG's website at: <http://www.ccag.ca.gov>. Please note that C/CAG's office is temporarily closed to the public; please contact Mima Crume at (650) 599-1406 or mcrume@smcgov.org to arrange for inspection of public records.

ADA REQUESTS: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Matt Petrofsky at (650) 453-0696 or mpetrofsky@smcgov.org by 10:00 a.m. on the day prior to the meeting date.

PUBLIC PARTICIPATION: Members of the public may address the Board as follows:

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to mpetrofsky@smcgov.org.
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG Board members, made publicly available on the C/CAG website along with the agenda. Emails received less than 2 hours before the meeting will be provided to the C/CAG Board members and included in the administrative record of the meeting as soon as practicable.

Spoken comments will be accepted during the meeting in person and through Zoom. Public comments will be taken first by speakers in person followed by via Zoom. Please read the following instructions carefully:

***In-person participation:**

1. Members of the public who wish to speak on matters not on the agenda will be given an opportunity to address the Committee during the agenda item titled "Public Comment on Items Not on the Agenda." Members of the public who wish to speak on a matter on the agenda will have two minutes each to address the Committee on that agenda item unless a different time limit is established by the Chair. No speaker who has already spoken on an item will be entitled to speak to that item again. At the call of the Chair, public comments will be taken in-person and remote. Public comments will be taken first by speakers in person followed by via Zoom. If you have documents you wish to distribute to the Committee and include in the official record, please hand it to the C/CAG Staff who will distribute the information to the Committee members and staff.

***Remote participation:**

1. The C/CAG Board meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When the C/CAG Clerk or Chair call for the item on which you wish to speak, click on "raise hand." The Clerk will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak. If calling in via phone, press *9 to raise your hand and when called upon press *6 to unmute.
5. When called, please limit your remarks to the time allotted.

If you have any questions about this agenda, please contact C/CAG staff:
Acting Executive Director: Kaki Cheung at kcheung1@smcgov.org
Clerk of the Board: Mima Crume (650) 599-1406 or mcrume@smcgov.org

C/CAG AGENDA REPORT

Date: June 11, 2026
To: City/County Association of Governments of San Mateo County Legislative Committee
From: Matt Petrofsky, Committee Staff
Subject: Review and approve the Legislative Committee meeting minutes from the meeting held on May 14, 2026

(For further information contact Matt Petrofsky at mpetrofsky@smcgov.org)

RECOMMENDATION

That the Legislative Committee review and approve the Legislative Committee meeting minutes from the meeting held on May 14, 2026.

ATTACHMENTS

1. Draft C/CAG Legislative Committee Meeting Minutes, May 14, 2026

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
LEGISLATIVE COMMITTEE**

**Draft Meeting Minutes
May 14, 2026 Meeting**

Staff and Guests Attending:C/CAG Staff:

Matt Petrofsky, Mima Crume, Kaki Cheung

Legislative Consultants:

Matt Robinson

Lizzie Cootsona

Others Attending:

N/A

1. Call to Order.

Vice-chair Flores called the meeting to order at approximately 5:30 p.m.

2. Roll call.

C/CAG staff conducted roll call, seven members were present, representing a quorum.

Agency	Name	In Person	Remote AB 2449
Atherton	Elizabeth Lewis	X	
Burlingame	Andrea Pappajohn	X	
Foster City	Stacy Jimenez	X	
Millbrae	Anders Fung		
Pacifica	Greg Wright	X	
Redwood City	Elmer Martines Saballos	X	
San Bruno	Michael Salazar	X	
San Carlos	Adam Rak (Chair)		
San Mateo County	Lisa Gauthier		
South SF	Eddie Flores (Vice Chair)	X	
MTC*	Gina Papan		

*the MTC Commissioner seat is non-voting, and does not count towards quorum

3. Public comment on items not on the agenda.

No public comment on items not on the agenda.

4. Review and approve the Legislative Committee meeting minutes from the meeting held on April 9, 2026.

The Committee voted on approval of the minutes of the April 9, 2026 meeting, with a motion from Member Salazar, seconded by Member Jimenez. A vote was taken, and the motion passed (7,0,0).

5. Review legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.)

C/CAG Legislative Consultants Matt Robinson and Lizzie Guansona from Shaw Yoder Antwih Schmeltzer & Lange (SYASL) provided an update to the Committee, based on their monthly report provided in the agenda packet.

A overview of the legislative year included:

- Passed - deadline for the introduction of new bills.
- Passed – deadline for spot bills amending.
- Passed – May 14 Appropriations Committee Suspense File hearing
- Passed – May 14 Governors release of May revised budget
- By end of May all passed bills will move from one house to the other, and then move again through the appropriate committees.

High level comments about the Governors release of May Revise included:

- That the updated budget projections show a balanced budget for this and the upcoming fiscal year, as opposed to the \$3 billion dollar and \$15-20 billion dollar deficits previously expected, respectively.
- There was no mention of transportation, housing, or VLF funding.

Matt R. gave an overview of the Greenhouse Gas Reduction Fund (GGRF), also known as Cap and Invest, and the proposed amendments to the program by the California Air Resources Board (CARB), which would result in an estimated \$2b dollar reduction in GGRF available funding. The CARB Board will review those amendments on May 28-29.

Regarding SB79, the SYASL team let the Committee know they been continuing conversations with the C/CAG delegation about implementation impacts.

Lizzie G. gave an update on tracked legislation. Discussion included:

- AB 1557 (Papan): This bill was held during the suspense file hearing process.
 - Member Wright asked for more information on the suspense file process, and why a bill like AB 1577 Papan might have been held. Matt and Lizzie explained that since the process is closed door, it is impossible to ever know the full story, but that this bill received a lot of public opposition due to its expected impacts on legal e-bike riders.
- Other watched or supported bills that passed the suspense file hearing process included: SB 1167 (Blakespear), AB2002 (Solache), AB 2051 (Wicks), AB2346 (Wilson), and SB 1087 (Cabaldon). AB 2296 (Papan): passed with amendments related to deleting departmental analyses, a cost savings measure.
- AB 2313 (Berman): Creates a voluntary program for gas utility customers who want to transition off natural gas and electrify their homes, and directs the CPUC to develop this program by January 2028. It would be a pilot program, running through Jan 1, 2035, and customers could receive financial incentives to replace their gas service with electric alternatives. That passed the suspense process as well.
 - Recommended is a support position.
 - Committee voted on recommending a support position, with a motion from Member Wright, seconded by Member Salazar. A vote was taken, and the motion passed (7,0,0).

Other comment letters and advocacy work submitted included:

- A comment letter to the legislative delegation regarding changes to CalEnviroScreen 5.0.
- A comment letter to the Governors Office of Land Use and Innovation on AB130 implementation.
- Attending hearings about the VLF.
 - Member Wright asked if there was any expected change in VLF outcomes given the updated budget. Matt R speculated that chances had improved with the removal of the deficit over the next two years, but that there had been no indications yet of any change. Final budget negotiations happen between now and June 15th.
- Updating the ebike matrix for comprehensiveness
 - Vice Chair Flores asked for an additional column showing the latest legislative actions.

Vice Chair Flores welcomed the newest member of the Legislative Committee, Mayor Martines Saballos.

6. Adjournment.

The meeting adjourned at approximately 5:55.



June 1, 2026

To: Board of Directors
City/County Association of Governments of San Mateo County

From: Matt Robinson, Andrew Antwih and Lizzie Guansona
Shaw Yoder Antwih Schmelzer & Lange

Re: **STATE LEGISLATIVE UPDATE – June 2026**

Legislative Update

The Legislature’s fiscal committees met on May 14 for their suspense hearings, which decided the fate of bills with significant fiscal impact to the state. As part of these marathon hearings, the committees acted on 969 bills, holding 27% of them in committee. All bills that advanced to the Assembly or Senate Floor had to pass out of their house of origin by May 29.

Policy committees resume June 1, and bills must move through the second house policy committees in four short weeks. Following that deadline, Legislators will head home on July 2 for the month-long Summer Recess.

For information about key legislative and budget deadlines for this year, please see the 2026 Legislative Calendar [here](#).

May Revise

Also on May 14, as we reported during last month’s meeting, the Governor released the [May Revise](#), the mid-year update to the proposed Fiscal Year 2026-27 budget. As we reported at the time, the Governor’s January budget projected a relatively small deficit for the coming fiscal year, but sizable *outyear* deficits. The Governor’s May Revise upgraded the state’s fiscal outlook relative to the initial January budget, with projections of \$16 billion in more-than-expected revenue. However, the Governor has proposed to use this revenue increase to help address the outyear budget deficits, and as such, does not propose any new ongoing spending, relative to January’s budget proposal.

The release of the May Revise kicks off final negotiations between the Governor, Senate, and Assembly to finalize the budget agreement. The houses have released their budget priorities and final budget subcommittee actions as they head into the three-party negotiations. These can be found [here](#) (Senate) and [here](#) (Assembly). The budget must be passed by June 15, in advance of the new fiscal year, which begins on July 1. However, the Legislature often delays decisions on large swaths of public funding until the end of session. In 2026, the last day that the Legislature will be in session is August 31.

As you are aware, C/CAG has made several budget requests for consideration by the state legislative delegation and advocated for the funds during its March Sacramento Visit. While we are still waiting for the final budget to come together, the Assembly Budget Chair [sent a letter](#) to legislators urging austerity, which may signal peril for members' district-specific budget asks this year.

CARB Votes on Proposed Regulations to Cap-and-Invest Compliance Mechanisms

On April 14, the California Air Resources Board (CARB) released its [Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms](#). The proposed amendments aim to implement the technical changes made to the Cap-and-Invest Program by [AB 1207 \(Irwin\) \[Chapter 117, Statutes of 2025\]](#), which largely focus on addressing industry leakage from California and the program's cost impacts to Californians.

The amendments propose, among other things, to significantly expand the number of free allowances provided to utility companies on the Cap-and-Invest auction market, in order to increase the size of the existing climate credit rebate returned annually to California's utility customers. Additionally, CARB is proposing to sell allowances to fund a new manufacturing incentive for industry (MDI). This, in turn, would reduce the overall number of allowances that may be sold by CARB and would result in a significant reduction in Greenhouse Gas Reduction Fund (GGRF) revenues through at least 2030. Early assumptions predict this would reduce GGRF revenues *by half*, to approximately \$2 billion annually.

Given the changes to the GGRF Expenditure Plan approved last year in [SB 840 \(Limon\) \[Chapter 121, Statutes of 2026\]](#), this reduction would likely mean that, unless the regulations are further amended, or the new GGRF tiers reconsidered, the state will not have sufficient GGRF to fund Tier 3 programs (i.e. Affordable Housing and Sustainable Communities). C/CAG joined a coalition of transportation agencies, metropolitan planning organizations, and regional transportation planning agencies to express concerns to CARB regarding these proposed amendments.

Unfortunately, CARB did not act in the way we had hoped. CARB held a two-day hearing to consider the proposed amendments on May 28-29. Day 1 included a staff presentation on the proposed amendments, public comment, and board questions. Day 2 included board discussion and the vote.

The coalition, which C/CAG was a part of, and the parallel efforts of environmental justice organizations and transit advocates, resulted in a huge turnout in opposition to the proposed amendments and in defense of investment in transit, housing, and AB 617 communities. Of the nearly 200 public commenters at the hearing, approximately 150 spoke in opposition, and 50 spoke in support. C/CAG staff were one of the many voicing concerns.

Unfortunately, and despite the broad opposition to the amendments demonstrated at the hearing and the lead-up to the hearing from legislators and coalition partners, the CARB voted 10-3 to

adopt the proposed amendments. The vote followed eight hours of board discussion in which Board Members Guerra, Hopkins, Limon, Pacheco-Werner, Shaheen, Silva, Stern, Stigler-Granados, and Takvorian voiced concerns about the amendments' impacts to GGRF revenues.

Board Members Hopkins, Limon, Shaheen, and Takvorian were the most vocal, aligning their remarks with those raised by members of the coalition, and highlighting their concerns with the amendments' impacts to transit, housing, and AB 617 communities.

This was generally a clean adoption of the amendments, with additions made to the board resolution to:

- Direct the Executive Officer, working with the Governor and the Department of Finance, to communicate the importance of stable funding for AB 617 community air protection, transportation, and affordable housing programs towards reducing emissions and to encourage funding in the state budget.
- Prior to receipt of MDI applications and issuance of any MDI allowances—direct the executive officer to report to the board, and to evaluate and propose as appropriate future amendments to the MDI incentive program.

The Chair acknowledged that the addition relative to MDI would provide the Board with the opportunity to consider the impacts of the MDI on GGRF revenues and review the sectors that would benefit from the MDI.

Despite the actions taken by CARB over the proposed amendments, decisions over the uses of GGRF are unlikely to be settled in June. We expect discussions to continue through the summer.

Attached to this report is a list of all the bills C/CAG has adopted a support or oppose position on or is actively monitoring with a “watch” position. To see the current status of these bills, please click [here](#).

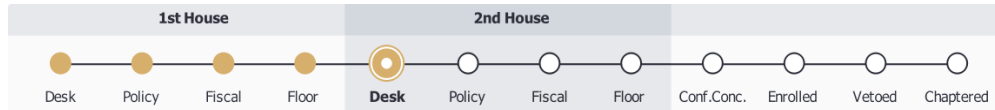
Concerns

[SB 677](#) (Wiener, D) Housing development: transit-oriented development.

Introduced: 02/21/2025

Last Amended: 01/08/2026

Status: 01/26/2026 - Read third time. Passed. (Ayes 24. Noes 10.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



Location: 01/26/2026 - Assembly DESK

Summary: Current law requires that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with certain applicable requirements, as provided. Among these requirements, current law establishes requirements concerning height limits, density, and residential floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided, and requires a development to meet specified labor standards that require that a specified affidavit be signed under penalty of perjury, under specified circumstances. Current law specifies that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval, as provided. Current law defines, among other terms, the term "high-frequency commuter rail" for purposes of these provisions to mean a commuter rail service operating a total of at least 48 trains per day across both directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. Current law also defines the term "Tier 2 transit-oriented development stop" for these purposes to mean a TOD stop within an urban transit county, as defined, excluding a Tier 1 transit-oriented development stop, as defined, served by light rail transit, by high-frequency commuter rail, or by bus service meeting specified standards. This bill would revise the definition of "high-frequency commuter rail" to instead mean a public commuter or intercity rail station with a total of at least 48 passenger trains on average per weekday across all directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. (Based on 01/08/2026 text)

Position

Concerns

Oppose

[SB 601](#) (Allen, D) Water: waste discharge.

Introduced: 02/20/2025

Last Amended: 07/10/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)



Location: 08/28/2025 - Assembly 2 YEAR

Summary: The State Water Resources Control Board and the 9 California regional water quality control boards regulate water quality and prescribe waste discharge requirements in accordance with the Porter-Cologne Water Quality Control Act (act) and the National Pollutant Discharge Elimination System (NPDES) permit program. Under the act, the State Water Resources Control Board is authorized to adopt water quality control plans for waters for which quality standards are required by the federal Clean Water Act, as specified, and that in the event

of a conflict, those plans supersede regional water quality control plans for the same waters. This bill would authorize the state board to adopt water quality control plans for nexus waters, which the bill would define as all waters of the state that are not also navigable, except as specified. The bill would require any water quality standard that was submitted to, and approved by, or is awaiting approval by, the United States Environmental Protection Agency or the state board that applied to nexus waters as of May 24, 2023, to remain in effect, as provided. (Based on 07/10/2025 text)

Position

Oppose

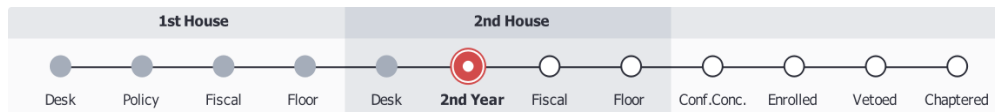
Support

[AB 259](#) (Rubio, Blanca, D) Open meetings: local agencies: teleconferences.

Introduced: 01/16/2025

Last Amended: 04/21/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 5/14/2025)(May be acted upon Jan 2026)



Location: 07/17/2025 - Senate 2 YEAR

Summary: The Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Current law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030. (Based on 04/21/2025 text)

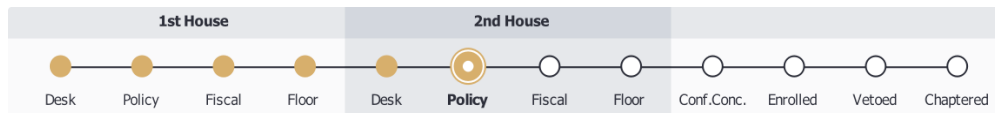
Position

Support

[AB 2002](#) (Solache, D) Local government assistance: Regional Early Action Planning Fund.

Introduced: 02/17/2026

Status: 05/21/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 68. Noes 1.) In Senate. Read first time. To Com. on RLS. for assignment.



Location: 05/21/2026 - Senate Rules

Summary: The Planning and Zoning Law requires each county and each city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other specified mandatory elements, a housing element. That law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine the existing and projected need for housing in each region and further requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as

provided. Current law establishes the Local Government Planning Support Grants Program, administered by the department, for the purpose of providing regions and jurisdictions with one-time funding, including grants for planning activities to enable jurisdictions to meet the sixth cycle of the regional housing need assessment, as provided. This bill would establish the Regional Early Action Planning Fund in the State Treasury for the purpose of providing councils of governments, regional entities, and jurisdictions with one-time funding, including grants for planning activities, to enable those entities to meet the 7th and subsequent cycles of the regional housing need assessment. The bill would require the department to allocate funds, upon appropriation by the Legislature, from the Regional Early Action Planning Fund to each council of governments or regional entity responsible for allocating regional housing need that applies and qualifies for those moneys, as specified. The bill would authorize a council of governments or regional entity to expend funds awarded for certain purposes, including for activities that support the development, improvement, or implementation of the methodology for the 7th and subsequent regional housing needs assessment cycles, and for providing jurisdictions with technical assistance, planning, temporary staffing, or consultant needs associated with updating local planning and zoning documents, as provided. (Based on 02/17/2026 text)

Position

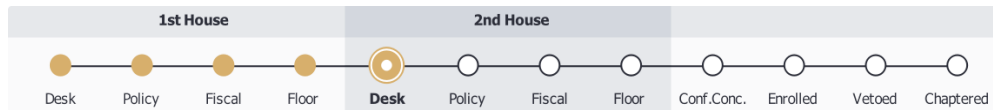
Support

[AB 2051](#) (Wicks, D) Public resources: Coastal Resilience Permitting Working Group.

Introduced: 02/18/2026

Last Amended: 03/25/2026

Status: 05/28/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 65. Noes 6.)



Location: 05/28/2026 - Senate DESK

Summary: Existing law establishes the Natural Resources Agency and vests the agency with jurisdiction over various public resources. Existing law establishes the California Environmental Protection Agency and sets out its mission for programs, policies, and standards. Under existing law, various state entities, including the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife have responsibilities with respect to coastal permitting and development. This bill would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group for the purpose of developing a Coastal Resilience Permitting Roadmap for coastal resilience projects proposed in specified areas. The bill would require the Coastal Resilience Permitting Working Group to consist of representatives from federal, state, and local agencies, including, among others, the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife. The bill would, on or before January 1, 2028, require the Secretary of the Natural Resources Agency to submit the Coastal Resilience Permitting Roadmap to the Governor and the relevant fiscal and policy committees of the Legislature. (Based on 03/25/2026 text)

Position

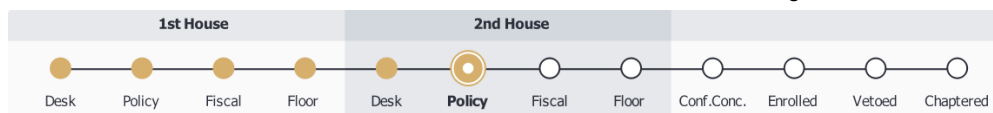
Support

[AB 2296](#) (Papan, D) Planning and zoning: housing element: regional housing needs allocation.

Introduced: 02/19/2026

Last Amended: 05/18/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.



Location: 05/28/2026 - Senate Rules

Summary: For the 4th and subsequent revisions of the housing element, existing law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine each region's existing and projected need for housing, and requires the appropriate council of governments, or the

department for cities and counties without a council of governments, to adopt a final regional housing plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Existing law authorizes at least 2 or more cities and a county, or counties, at least 28 months prior to the scheduled housing element revision, to form a subregional entity to allocate the subregion's existing and projected housing need among its members. If the council of governments does not receive a notification of this formation at least 28 months prior to the update, existing law requires the council of governments to implement specified requirements regarding the regional housing need process. Existing law requires the council of governments to determine the share of regional housing need assigned to each delegate subregion at least 25 months prior to the scheduled revision. This bill would extend the above-described timeline for cities and counties to form a subregional entity to allocate the subregion's housing need, as provided, from 28 months to 34 months, and the above-described timeline for the council of governments to determine the share of regional housing need assigned to each subregion from 25 months to 31 months, respectively. (Based on 05/18/2026 text)

Position

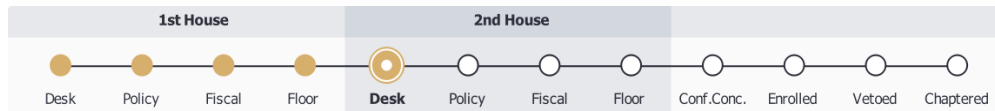
Support

[AB 2313](#) (Berman, D) Gas corporations: gas distribution service line replacements: alternatives.

Introduced: 02/19/2026

Last Amended: 05/22/2026

Status: 05/28/2026 - Read third time. Passed. Ordered to the Senate. (Ayes 42. Noes 21.)



Location: 05/28/2026 - Senate DESK

Summary: Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including gas corporations. Existing law requires, until January 1, 2031, gas corporations to submit to the commission an annual map that includes, among other things, the location of all potential gas distribution line replacement projects identified in its distribution integrity management plan and any foreseeable gas distribution pipeline replacements. This bill, the Home Energy Choice Act, would require the commission, in a new or existing proceeding, to solicit proposals for, and require each gas corporation to offer, a Gas Distribution Service Line Replacement Alternatives Program, on or before January 1, 2028, to provide certain residential gas customers served by a gas distribution service line that will be replaced with a monetary incentive to deploy gas distribution service line replacement alternatives, as defined, and cease gas service to avoid the gas distribution service line replacement, as specified. The bill would exempt from its provisions emergency replacement of a gas distribution service line. (Based on 05/22/2026 text)

Position

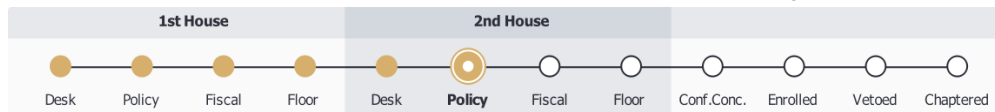
Support

[AB 2346](#) (Wilson, D) Vehicles: electric bicycles and speed limits.

Introduced: 02/19/2026

Last Amended: 03/26/2026

Status: 05/28/2026 - In Senate. Read first time. To Com. on RLS. for assignment.



Location: 05/28/2026 - Senate Rules

Summary: Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes. This bill would require all class 1 and class 2 electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer. The bill would also require all electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with an integrated front lamp and a rear lamp, as specified. The bill would also require manufacturers and distributors of electric bicycles to include a written description of California's electric bicycle laws with the bicycle's packaging to be

provided to the consumer. The bill would also require sellers and distributors of electric bicycles to provide specified disclosures at or before the point of sale. (Based on 03/26/2026 text)

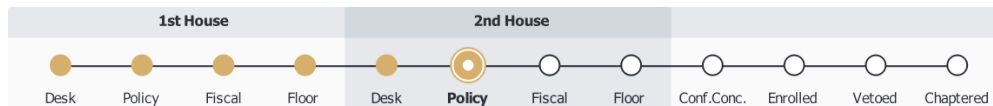
Position

Support

[AB 2595](#) (Papan, D) Vehicles: electric bicycles.

Introduced: 02/20/2026

Status: 05/20/2026 - Referred to Com. on TRANS.



Location: 05/20/2026 - Senate Transportation

Summary: Current law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing law, a “class 1 electric bicycle” is a bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a “class 2 electric bicycle” is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a “class 3 electric bicycle” is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Current law prohibits a person under 16 years of age from operating a class 3 electric bicycle. This bill, the San Mateo Electric Bicycle Safety Pilot Program, would, until January 1, 2031, authorize a local authority within the County of San Mateo, or the County of San Mateo in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. For the first 60 days following the adoption of an ordinance or resolution for this purpose, the bill would make a violation of the ordinance or resolution punishable by a warning notice. After 60 days, the bill would make a violation of the ordinance or resolution punishable by a fine of \$25, except as specified. (Based on 02/20/2026 text)

Position

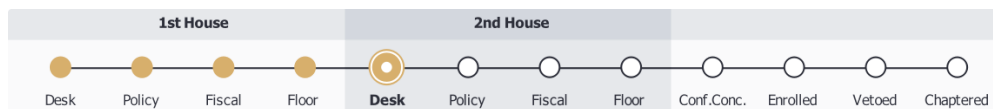
Support

[SB 1167](#) (Blakespear, D) Vehicles: electric bicycles.

Introduced: 02/18/2026

Last Amended: 05/14/2026

Status: 05/26/2026 - Read third time. Passed. (Ayes 37. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



Location: 05/26/2026 - Assembly DESK

Summary: Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. Existing law classifies electric bicycles into 3 classes with different restrictions for various purposes, and requires, among other things, a class 3 electric bicycle to be equipped with a speedometer. Existing law prohibits certain vehicles that do not meet the definition of an electric bicycle from being advertised, sold, offered for sale, or labeled as an electric bicycle, as specified. This bill would amend the type of vehicles that are prohibited from being advertised, sold, offered for sale, or labeled as electric bicycles, including, among others, motor-driven cycles and mopeds. The bill would additionally make a violation of this provision a misleading statement for purposes of unfair competition and false advertising provisions of the Business and Professions Code. (Based on 05/14/2026 text)

Position

Support

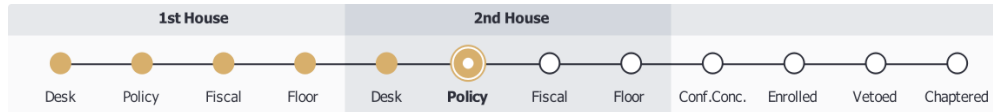
Support and Seek Amendments

[SB 239](#) ([Arreguín, D](#)) Crimes: criminal threats.

Introduced: 01/30/2025

Last Amended: 05/28/2026

Status: 05/28/2026 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.



Location: 05/11/2026 - Assembly Local Government

Summary: Existing law makes it a crime to willfully threaten to commit a crime that will result in death or great bodily injury to another person, as specified. Under existing law, this crime is punishable as a misdemeanor or by imprisonment in state prison as a felony. Existing law, for the purposes of sentencing for a felony violation of these provisions, authorizes the court to consider, as a factor in aggravation, that the defendant willfully threatened to commit a crime that would result in the death or great bodily injury of a state constitutional officer, a Member of the Legislature, or a judge or court commissioner, as specified. This bill would additionally authorize the court to consider, as a factor in aggravation, that the defendant willfully threatened to commit a crime that would result in the death or great bodily injury of a county or city elections official, or a local agency official, as specified. (Based on 05/28/2026 text)

Position

Support and Seek Amendments

Watch

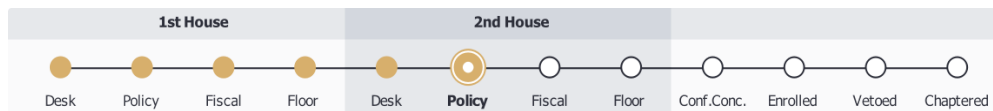
[AB 1569](#) ([Davies, R](#)) Pupil safety: electric bicycle: safety and training program.

Introduced: 01/12/2026

Last Amended: 04/13/2026

Status: 05/27/2026 - Referred to Coms. on ED. and TRANS.

Calendar: 06/10/26 S-EDUCATION 9 a.m. - 1021 O Street, Room 2100 PÉREZ, SASHA RENÉE, Chair



Location: 05/27/2026 - Senate Education

Summary: Would require, on or before March 1, 2028, the State Department of Education, in consultation with the Department of the California Highway Patrol, to develop a standardized electric bicycle safety and training program for pupils in grades 7 to 12, inclusive, as provided. In developing the program, the bill would authorize the State Department of Education and the Department of the California Highway Patrol to collaborate with local law enforcement agencies or local governments that have implemented electric bicycle training programs already to ensure the program reflects proven best practices. The bill would encourage local educational agencies and parent organizations to offer training demonstrations to pupils and parents on electric bicycle operations in collaboration with local law enforcement agencies or local governments, as specified. (Based on 04/13/2026 text)

Position

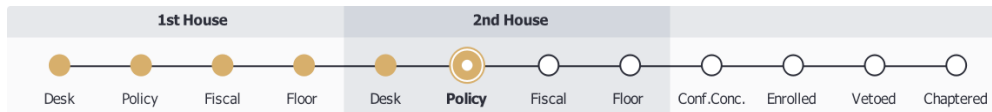
Watch

[AB 2322](#) ([Papan, D](#)) Water discharge: commercial, industrial, or institutional sites.

Introduced: 02/19/2026

Last Amended: 04/06/2026

Status: 05/27/2026 - Referred to Com. on E.Q.



Location: 05/27/2026 - Senate Environmental Quality

Summary: The State Water Resources Control Board and the 9 California regional water quality control boards prescribe waste discharge requirements for the discharge of stormwater by municipalities and industries in accordance with the federal national pollutant discharge elimination system (NPDES) permit program, established by the federal Clean Water Act and the Porter-Cologne Water Quality Control Act. Under existing law, the state board and the 9 regional water quality control boards issue permits for the discharge of stormwater from municipal separate storm sewer systems (MS4s). For purposes of issuing permits for the discharge of stormwater from MS4s, this bill define “commercial, industrial, or institutional site” or “CII site” as a privately owned parcel or contiguous parcels of land that are commercial, industrial, or institutional based on the appropriate county tax assessor land use codes, as specified. (Based on 04/06/2026 text)

Position

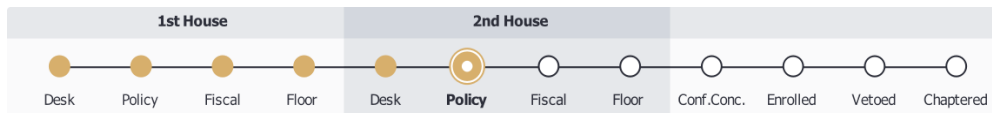
Watch

AB 2576 (Harabedian, D) Transit-oriented development.

Introduced: 02/20/2026

Last Amended: 05/28/2026

Status: 05/28/2026 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.



Location: 05/13/2026 - Senate Housing

Summary: Existing law provides that a housing development project shall be an allowed use as a transit-oriented housing development if specified conditions and requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency adopts an ordinance or local transit-oriented development alternative plan, as defined, deemed compliant by the Department of Housing and Community Development before July 1, 2026. Existing law specifies that, beginning on January 1, 2027, a local government that denies a housing development project meeting the requirements referenced above that is located in a high-resource area is presumed to be in violation of specified law and immediately liable for specified penalties. Existing law specifies exclusions from the provisions described above, including a site with a historic resource designated as of January 1, 2025, on a local register. This bill would also exclude from the provisions described above, a contributing site within a historic district included on the State Historic Resources Inventory designated before January 1, 2025, and a parcel individually listed as a historical resource included on the State Historic Resources Inventory designated before January 1, 2025. (Based on 05/28/2026 text)

Position

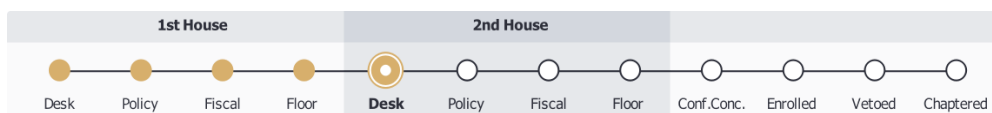
Watch

SB 1087 (Cabaldon, D) Transportation planning: sustainable communities strategies: transportation funding programs.

Introduced: 02/13/2026

Last Amended: 04/09/2026

Status: 05/27/2026 - Read third time. Passed. (Ayes 31. Noes 3.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.



Location: 05/27/2026 - Assembly DESK

Summary: Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization’s timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization. (Based on 04/09/2026 text)

Position

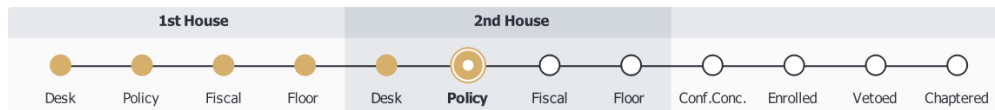
Watch

[SB 1159](#) (Cabaldon, D) Artificial intelligence: transparency and governance.

Introduced: 02/18/2026

Last Amended: 03/25/2026

Status: 05/18/2026 - Referred to Coms. on P. & C.P. and JUD.



Location: 05/18/2026 - Assembly Privacy and Consumer Protection

Summary: The California Constitution provides that people have the right of access to information concerning the conduct of the people’s business. Various provisions of existing law, including the California Public Records Act, the Bagley-Keene Open Meeting Act, and the Ralph M. Brown Act, provide, with some exceptions, for public access to government records and meetings of government bodies. Among those acts, the California Public Records Act defines “person” to include any natural person, corporation, partnership, limited liability company, firm, or association. This bill would specify that, for purposes of the California Public Records Act, the Bagley-Keene Open Meeting Act, the Ralph M. Brown Act, the Political Reform Act of 1974, the Administrative Procedure Act, and the California Environmental Quality Act (CEQA), “person,” “interested person,” “participant,” “member of the public,” as applicable, and any other similar terms under each act referring to those who may engage with governmental agencies, do not include artificial intelligence, as defined, systems, autonomous agents, robots, or other nonhuman entities, whether physical or digital. The bill would make findings and declarations related to these provisions. (Based on 03/25/2026 text)

Position

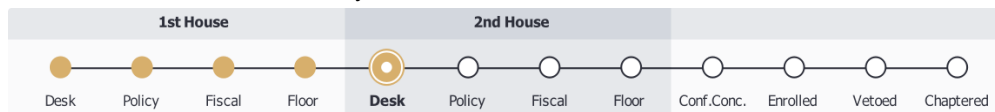
Watch

[SB 1361](#) (Durazo, D) Transit-oriented housing developments: local governments: transit agencies and projects.

Introduced: 02/20/2026

Last Amended: 04/30/2026

Status: 05/20/2026 - In Assembly. Read first time. Held at Desk.



Location: 05/19/2026 - Assembly DESK

Summary: Existing law requires a housing development project to be an allowed use as a transit-oriented housing development if certain requirements are met. Existing law provides that these provisions do not apply to a

local agency until July 1, 2026, unless the local agency takes specified actions. Existing law defines various terms for these purposes. Existing law prohibits a local government from adopting any requirement that applies to a project solely or partially on the basis that the project is seeking approval as a transit-oriented housing development, as specified. This bill would additionally prohibit a local government with an existing or planned transit-oriented development stop from taking specified actions with respect to transit agencies and transit projects. (Based on 04/30/2026 text)

Position

Watch

Total Measures: 17
Total Tracking Forms: 17

C/CAG AGENDA REPORT

Date: June 11, 2026

To: City/County Association of Governments of San Mateo County Legislative Committee

From: Kaki Cheung, Acting Executive Director

Subject: Review legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.)

(For further information, contact Matt Petrofsky at mpetrofsky@smcgov.org)

RECOMMENDATION

C/CAG staff recommend that the C/CAG Legislative Committee review the legislative update and, if appropriate, recommend approval of C/CAG legislative policies, priorities, or positions. (A position may be taken on any legislation, including legislation not previously identified in the legislative update. Action is only necessary if recommending approval of a policy, priority, or position.)

FISCAL IMPACT

N/A

SOURCE OF FUNDS

N/A

BACKGROUND

The C/CAG Legislative Committee receives monthly written reports and oral briefings from C/CAG’s State legislative advocate, Shaw Yoder Antwih Schmelzer & Lange (Consultant). Important legislative topics, and any votes on positions taken or other actions recommended by the Legislative Committee to the C/CAG Board are reported to the full C/CAG Board through this item.

The Consultant’s full report (Attachment 1) provides updates on legislative timelines, the State Budget, leadership and committee changes, State grant programs, recent hearings, and bill activity relevant to C/CAG since the last Board meeting.

DISCUSSION/ANALYSIS

Federal and State Budget Updates

Federal Budget Updates

On May 22, the House Transportation and Infrastructure Committee approved the Building United Infrastructure and Long-term Development for America’s 250th Act (BUILD250). This serves as the next iteration of the Surface Transportation Reauthorization of the 2021 Infrastructure Investment and Jobs Act (IIJA). The House Appropriations Committee also released its FY2027 Transportation, Housing and Urban Development appropriations bill, which will shape near-term funding levels for key transportation programs. Neither proposal will become law without Senate action and bicameral agreement. The Senate seems likely to defer action until after the midterm elections, and may take a different approach to program funding, eligibility, and policy reforms, but the House language can still serve as a signal of House priorities and an identifier of provisions that warrant monitoring or advocacy as negotiations move forward.

Some major items include shifting funding from discretionary and rail programs into bridge construction and repair programs, new annual fees on electric vehicles, and a general disinvestment in sustainability programs. Another major change from the IIJA is that BUILD250 no longer will utilize advanced appropriations for its authorized programs. These advance appropriations ensured that, following a single legislative appropriation, funding would remain available annually for the designated major grant programs. Under BUILD250, those funds, while approved, will still be subject to annual Congressional appropriations, which may limit or slow the amount of funding available.

C/CAG Federal Advocates Ashley Badesch and Ken Brown have provided a detailed analysis of the BUILD America 250 Act, which can be found as Attachment 2.

State Budget Updates

On May 14, Governor Newsom released the May revision to the proposed FY 2026-27 State budget. While state revenues exceeded earlier projections and helped improve the overall budget outlook, the Administration has signaled a cautious approach to new discretionary spending. In addition, communications from Assembly Budget Chair Jesse Gabriel indicated a heightened focus on maintaining fiscal stability. As a result, it is unlikely that funding for new legislative earmark requests will be included in the FY 2026–27 State Budget.

C/CAG staff will continue to monitor budget developments and pursue alternative funding opportunities for these programs where possible.

Legislative Positions

AB 2322 (Papan) Water discharge: commercial, industrial, or institutional sites

Last month, AB 2322 (Papan) was added to the legislative watch list. This bill would establish a single, statewide definition of Commercial, Industrial, and Institutional (CII) sites for municipal stormwater permits. While C/CAG is not a permit holder or issuer, C/CAG operates the San Mateo Countywide Water Pollution Prevention Program on behalf of the 21 towns and cities and the County of San Mateo, who are municipal stormwater permit holders.

C/CAG will continue to watch the development of this legislation in collaboration with the California Stormwater Quality Association. No Board action is requested at this time.

E-Bike Legislation – New Tracking Matrix and Active Positions

E-bike policy continues to be a prominent and fast-evolving issue at the State level, there were at least nine bills under consideration this legislative cycle. C/CAG has taken positions on several key e-bike bills including SB 1167, AB 1557, AB 2346, and AB 2595.

An updated, comprehensive E-Bike Bill Matrix summarizing each bill, key provisions, its status in the legislative process, and C/CAG's adopted or recommended positions can be seen in Attachment 3. No Board action is requested at this time.

Legislative Advocacy and Comment Letters

CARB Cap-and-Invest Comments

On May 29, the California Air Resources Board adopted proposed amendments to the Cap-and-Invest Program. These amendments are projected to weaken the Greenhouse Gas Reduction Fund (GGRF) auction market and reduce revenues by an estimated \$2 billion compared to the current program. These reductions would result in the zeroing out of climate funding for Tier-3 programs that have been important for transit and housing in San Mateo County, including the Affordable Housing and Sustainable Communities Program (AHSC), the Transit and Intercity Rail Capital Program (TIRCP), and the Low Carbon Transit Operations Program (LCTOP).

During the May 28 CARB Board Meeting, C/CAG staff provided public comment on the item "Public Hearing to Consider Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms (26-3-3)." The spoken comment provided can be found as Attachment 4.

On June 1, a coalition of 13 State Senators and Assemblymembers submitted to Governor Newsom, Pro Tempore Limón, and Speaker Rivas a letter regarding the need to protect Statewide transit funding. That letter can be found as Attachment 5.

Bay Area Housing Finance Authority (BAHFA) Support Letter

On June 5, C/CAG submitted a letter to President pro Tempore Limón, Speaker Rivas, and Chairs Laird, Gabriel, Hurtado, and Quirk-Silva in support of a \$32 million one-time State budget appropriation for California's three regional housing finance authorities (RHFA's). The Bay Area Housing Finance Authority (BAHFA) works on behalf of the nine Bay Area counties to advance ambitious state and local housing goals by developing funding programs and generating regional revenue to support affordable housing production and help jurisdictions meet their RHNA goals. The submitted letter can be found as Attachment 6.

AB 2011 "Affordable Housing and High Road Jobs Act of 2022" draft guidelines comments

On June 4, the California Department of Housing and Community Development (HCD) closed its 30-day public comment window for the Draft Affordable Housing and High Roads Job Act (AB 2011) Guidelines. Those draft guidelines [can be found here](#).

AB 2011 creates a CEQA-exempt, ministerial approval process for multifamily housing developments on sites within a zone where office, retail or parking are the principally permitted use. Several commercial corridors within San Mateo County that may be eligible for development under AB 2011 are located within areas subject to Airport Land Use Compatibility Plans (ALUCP). This may result in applications for the construction of buildings whose use type, density, or height may be consistent with AB 2011, but incompatible with ALUCP policies. To reduce implementation

confusion, C/CAG requested additional language be included in the HCD guidance regarding the relationship between AB 2011 and ALUCPs. The written submitted comments can be found as Attachment 7.

Submitted Federal and State Applications

Integrated Green Stormwater Infrastructure Streets project

In April, Congressman Mullin requested \$1,880,000 for this project via the THUD Highway Infrastructure Program from the House Appropriations Committee. In late May, C/CAG was informed that the Appropriations Committee included this project on its list of Community Project Funding requests they intend to move forward, but with a funding amount of \$500,000. While less than requested, if authorized those funds would still represent a significant and important investment in deploying innovative street-scale stormwater projects in San Mateo County. The Appropriations Committee's indication that it will advance these funding requests represent a significant milestone, although several additional steps ahead remain before funding is finalized. These steps include formal approval by the Appropriations Committee through the applicable appropriations bill; passage of that bill by both the House and Senate; and final enactment through the President's signature.

Staff continue to work with our federal advocate Ken Brown to advance our other federal funding requests.

Empowering Communities: A ZEVSE Deployment Plan for San Mateo County

In Summer of 2025, C/CAG applied for the California Department of Transportation (Caltrans) Sustainable Transportation Planning Grants for the Fiscal Year (FY) 2026-27 funding cycle, under the Sustainable Communities Technical category. The submitted project aimed to encourage zero emission vehicle fueling infrastructure deployment across the County, and especially in underserved and rural communities, while aligning with regional and state climate, equity, and transportation goals. Unfortunately, the project was not selected for funding this cycle.

EQUITY IMPACTS AND CONSIDERATIONS

The C/CAG Legislative Committee considers equity in its positions on legislation and has included equity language in the annual Legislative Priorities document for C/CAG Board review and approval. Decisions made in relation to transportation, housing, stormwater, and climate resilience have the potential to impact our most vulnerable communities in San Mateo County.

ATTACHMENTS

1. C/CAG Legislative Update, May 1, 2026 from Shaw Yoder Antwih Schmelzer & Lange
2. BUILD250 analysis from Ashley Badesch & Ken Brown
3. Updated Matrix of E-Bike Bills
4. CARB Cap and Invest amendments spoken public comments
5. Legislator coalition letter regarding transit funding and the May revision
6. Bay Area Housing Finance Authority (BAHFA) Support Letter
7. AB 2011 "Affordable Housing and High Road Jobs Act of 2022" draft guidelines comments
8. For the relevant letters of support and project descriptions, see attachments for Agenda item #9 for the 6/11/26 C/CAG Board Meeting at: <https://ccag.ca.gov/committees/board-of-directors-2/>)

Below are informational links:

- [Recent Joint ABAG MTC Legislation Committee Agendas](#)
- [California State Association of Counties \(CSAC\) bill positions and tracking](#)
- [California Associations of Councils of Government \(CALCOG\) bill tracking](#)
- Full Legislative search is available for specific bills at <http://leginfo.legislature.ca.gov/>
- [2026 California State Calendar of Legislative Deadlines](#)
- San Mateo County Delegation
 - [Legislation from Assemblymember Marc Berman](#)
 - [Legislation from Assemblymember Diane Papan](#)
 - [Legislation from Assemblymember Catherine Stefani](#)
 - [Legislation from Senator Josh Becker](#)
 - [Legislation from Senator Scott Wiener](#)
- Bill Tracker for C/CAG by SYASL: [C/CAG Bill Tracking](#)
- Current client roster for Shaw Yoder Antwih Schmelzer & Lange - <https://syaslparkers.com/clients/>



MEMORANDUM

To: City/County Association of Governments of San Mateo County

From: Ashley Badesch & Ken Brown

Date: May 27, 2026

RE: H.R. ____, BUILD America 250 Act

The House Transportation and Infrastructure Committee approved the Building United Infrastructure and Long-term Development for America's 250th Act (BUILD America 250) by a 62-2 vote on May 22, 2026. The House Appropriations Committee also released its FY2027 Transportation, Housing and Urban Development appropriations bill, which will shape near-term funding levels for key transportation programs. Neither proposal will become law without Senate action and bicameral agreement. The Senate has not yet released its surface transportation authorization proposal and will likely defer action until after the midterm elections. The Senate may take a different approach to program funding, eligibility, and policy reforms. As a result, the House language should not be treated as final. Instead, it provides an signal of House priorities and a basis for C/CAG to identify provisions that warrant monitoring or advocacy as negotiations move forward.

This memo focuses on provisions most relevant to the City/County Association of Governments of San Mateo County (C/CAG), including changes to competitive grant programs, discretionary appropriations, local match requirements, project eligibility, and federal review processes that may affect C/CAG's ability to advance multimodal, congestion management, safety, resilience, and climate-aligned infrastructure projects.

Background

The 2021 Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, devoted approximately \$567.5 billion over five years for transportation and will expire on September 30, 2026.¹ The IIJA utilized advance appropriations for many of the authorized programs, making funding for those programs guaranteed every year rather than being subject to annual Congressional appropriation.

The BUILD America 250 Act (BUILD250) serves as the next iteration of the Surface Transportation Reauthorization, and is only focused on transportation, including federal-aid highways, bridge construction and rehabilitation, highway safety programs, transit programs, rail programs, and non-motorized programs for activities such as trail infrastructure. BUILD250 includes significant policy

¹ Note that Bureau of Transportation Statistics figure of \$673.8 billion is often cited as the amount for transportation in IIJA. However, that includes funding for non-DOT agencies like FAA and ports/waterways. This analysis uses the \$567.5 figure as the DOT-specific funding in IIJA that is most apples-to-apples comparison of the DOT programs included in BUILD250.

updates to streamline federal National Environmental Policy Act (NEPA) processes in getting projects approved and underway, makes shifts in formula funding and competitive grants, and introduces a new tax on electric vehicles to shore up the Highway Trust Fund (HTF). BUILD250 departs from IJJA significantly in that it has very few advance appropriations. In some instances, it provides HTF contracting authority that guarantees funding similar to an appropriation. In most competitive grant funding, BUILD250 only authorizes, and actual funding is subject to annual Congressional appropriations. This means that while BUILD250's authorization numbers are often higher than IJJA's, the funding is not guaranteed until Congress appropriates the funds each year.

Key Impacts of BUILD250

- **The largest increases are in formula funding and bridges.** BUILD250 authorizes \$56 billion for bridge construction and repair, up from \$39 billion in IJJA. The Surface Transportation Block Grant, which is administered by Metropolitan Planning Organizations (MPOs) serving areas of 200,000 or more will increase approximately 24% by the fifth year of BUILD250 compared to IJJA levels. Transit formula grants will increase by approximately 10% in the first year of BUILD250 compared to the final year of IJJA, with total authorization over 5 years growing 19%.
- **The largest decreases in funding are for passenger rail and discretionary funding.** Amtrak will be hit with a \$36 billion reduction, bringing it down to pre-IJJA levels, subject to annual appropriation. Discretionary/competitive grants have been cut by \$16.1 billion to \$114.7 billion in BUILD250 compared to \$130.8 billion IJJA, and several grant programs are eliminated altogether.
- **New EV Fees:** New annual registration fees on electric vehicles to shore up the Highway Trust Fund has been funded based on a gas tax - \$35 for plug-in hybrids and \$130 for electric vehicles annually. This is a reversal of federal policy incentives for consumers to adopt climate-friendly and fuel-saving electric vehicles.
- **Sustainability Disinvestment:** The bill eliminates funding and repeals programs dedicated to reducing carbon emissions, mitigating urban heat islands, expanding active transportation infrastructure, and deploying electric vehicle charging infrastructure.
- **Accessibility Improvements:** BUILD250 includes significant provisions to make transportation more accessible for people with disabilities and families. The **Enhanced Mobility** program grows from \$1.476 billion under IJJA to \$2.295 billion under BUILD250, and Innovative Coordinated Access and Mobility Program codified that was previously a pilot program. There is a mandatory 1% accessibility spending on formula grants and 1% on inaccessible rail systems. The federal share for ADA vehicle procurement increased from 85% to 90%
- **Metropolitan Planning and Technical Assistance:** BUILD250 expands eligible uses of Metropolitan Planning funds to include project development support, local technical assistance, fiscal administration, transportation-linked studies, and data procurement.

BUILD250 IMPACTS ON GRANTS

New & Continuing Programs

- **Surface Transportation Accelerator Grant (STAG) Program (NEW):** This new \$12 billion competitive grant program replaces the Rural Surface Transportation Grant that was previously funded at \$2 billion, and is automatically funded through HTF contracting authority, not subject to annual appropriations. The new STAG program has funding pools

for urban (greater than 50,000) and rural areas (50,000 or less), and establishes a new category of “local and regional” grants, defining an urban region as more than 200,000 residents and rural region as areas outside of the urban region. Under the program, 50% of funding is for local and regional grants, 25% is for rural grants, and 25% is for urban grants. Grants range from \$5m - \$25m with some allowances for smaller grants. The match requirement is 20%, and EDA and CDBG funds may be used for the match. Areas of persistent poverty have a 1% set-aside for local/regional grants and are eligible for reduced match at the Secretary of Transportation’s discretion.

- **Bridge Funding:** BUILD250 includes a \$46 billion formula bridge program and a competitive \$10 billion Bridge Completion Program.
 - **Federal Bridge Completion Grants (competitive)** will fund projects not less than \$50 million with a 50% match requirement, designed for large regional bridge projects. Bridge Completion Grants are authorized, not guaranteed and subject to annual appropriation. This program replaces the IJA’s Bridge Investment Program that authorized \$12.2 billion for roads, bridges and major projects, that also had a 50% match requirement.
 - **States Must Create Competitive Bridge Grants** using 25% of their formula grants for locally owned bridges.
- **PROTECT Competitive Grants:** The Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Grant program provides funding to ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters; C/CAG has several priorities and projects that align with this program. This program had formula and competitive grants components under IJA. The competitive grant program has been frozen under the Trump Administration. Under BUILD 250, the 5-year authorization for competitive PROTECT grants has increased from \$1.4 billion to \$2.5 billion, and is guaranteed through HTF contract authority, not subject to annual appropriation. However, the formula portion of PROTECT Grants was eliminated, representing a \$6.2 billion cut overall.
- **Strengthening Mobility and Revolutionizing Transportation (SMART):** This grant program was created in IJA and reauthorized in BUILD250, subject to annual appropriation, for deploying new technology such as smart grid software, traffic signals, data systems and the like. The prior program issued 54 planning grants but only 7 stage-two implementation grants before its funding was reallocated in H.R. 7148 Consolidated Appropriations Act of 2026. The new SMART program combines Stage 1 and Stage 2 into one grant program and allocates about \$100 million per year.
- **Better Utilizing Investments to Leverage Development (BUILD):** BUILD is reauthorized through FY2031 and subject to Congressional appropriations process as it has in the past. BUILD250 made some changes to BUILD awards, adding new ability to incur expenses between award and execution of the grant agreement and requiring shovel-readiness within 18 months. While the bill no longer gives preference to “historically disadvantaged communities,” it leaves in place preference for “areas of persistent poverty” and expands this to include Opportunity Zones.
- **Surface Transportation Block Grant Program’s** share of federal-aid highway formula funding increases and STBG eligibility is expanded to include certain resilience-related infrastructure. This matters for C/CAG because MTC uses STBG and CMAQ funds as the core federal sources for the One Bay Area Grant program, including OBAG 4.

- **Recreational Trails** as a component of the Surface Transportation Block Grant continues, with the only change being that the definition of “nonmotorized recreation” is updated to allow for electric bicycles, treated the same way as motorized wheelchairs for purposes of trail eligibility.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** BUILD250 expands CMAQ eligibility for advanced congestion management technologies and certain digital infrastructure investments. However, the bill also directs states to obligate portions of CMAQ funding toward alternative fueling infrastructure for four years, which may affect funding availability for other air quality and congestion mitigation projects.

Programs Reduced or Restructured

- **Safe Streets and Roads for All (SS4A)** is cut to \$3.75B from \$5B in IIJA, and will start with \$500M in FY2027, increasing each year to \$1B in 2031, and is included in HTF contract authority, not subject to annual appropriation. BUILD250 codified SS4A as a permanent program, transitioning it from a one-time program under IIJA. The match requirement for SS4A is reduced from 20% to 10%. BUILD250 adds a 30% set-aside for rural communities.

Programs Eliminated

The following competitive grant programs are eliminated entirely in the BUILD250 bill:

- **Carbon Reduction Program** - \$6.4 billion eliminated and program repealed. CRP was a formula grant program to reduce carbon dioxide emissions through traffic management, public transportation, congestion management, bike/pedestrian trails and other measures. There are no other programs that include carbon reduction as an allowable use, although there is a Congestion Mitigation and Air Quality Improvement Program in the formula program distributed to states.
- **Active Transportation Infrastructure Investment Program (ATIIP)** - \$1 billion eliminated and program repealed, although the program was severely underfunded with only \$45 million appropriated before it was repealed. ATIIP was the only federal program designed to connect active transportation networks with sidewalks, bikeways and trails connecting destinations in urban, suburban and rural areas.
- **Neighborhood Access and Equity** - \$1 billion eliminated and program repealed. This program aimed to repair the harm caused by highways that displaced communities, especially in low-income and minority neighborhoods. The Reconnecting Communities Pilot Program was not explicitly repealed in BUILD250, but its funding expired with IIJA and is not renewed. Projects with similar eligible activities may be pursued through STAG.
- **Healthy Streets Program** - \$500 million eliminated and program repealed. This program aimed to mitigate urban heat islands, improve air quality, reduce stormwater runoff and enhance community resilience. There are no other programs that address urban heat islands, although PROTECT grants do include some stormwater runoff measures like culverts.

FY2027 House THUD Appropriations

The House FY2027 THUD appropriations bill would provide \$92.224 billion in discretionary funding, 10.4% below the FY2026 enacted level, while redirecting \$7.9 billion in IIJA funding toward safety, freight movement, and travel reliability. The House bill would provide \$64.531 billion for FHWA,

including \$63.396 billion in Highway Trust Fund programs, \$410 million for priority infrastructure needs such as Tribal transportation and truck parking, and \$725 million in Community Project Funding for highway infrastructure projects. It would also provide \$550 million for BUILD grants, including a set-aside for high-growth areas. For C/CAG, these provisions suggest a House emphasis on highway infrastructure, safety, freight, bridge, and project-readiness priorities rather than dedicated climate, active transportation, or equity programs. C/CAG should consider advocating to Senators Padilla and Schiff to preserve flexible local funding through STBG and CMAQ, protect funding for safety, resilience, congestion management, and active transportation projects, and support Senate language that maintains local eligibility and reduces barriers for countywide agencies seeking discretionary grants.

Proposed California Electric Bicycle Bills									
Bill Number	Brief Description	Current Location	Speed Limit	Age Limit	Implementation Timeline	E-Bike Classification	Manufacturer Requirements (Technology Mandates)	Labeling Requirements	Seller Requirements
Manufacturer/Seller Requirements									
AB 2284 (Dixon)	Public list of non-compliant e-bikes & e-bike products <i>Statewide</i>	DEAD	N/A	N/A	On or before, June 1, 2027	Class 1, Class 2, Class 3	N/A	N/A	N/A
Rules of the Road									
AB 1569 (Davies) WATCH	Requires the State Department of Education and Department of Highway Patrol to develop a standardized e-bike safety program for students in grades 7 - 12. <i>Statewide</i>	Senate Education	N/A	N/A	On or before March 1, 2028	Class 1, Class 2, Class 3	N/A	N/A	N/A
AB 1614 (Dixon)	No "piggybacking" on bikes and e-bikes on a Class 1 bikeway. <i>Statewide</i>	Senate Transportation	N/A	N/A	Effective January 1, 2027	Class 1, Class 2, Class 3	N/A	N/A	N/A
AB 1942 (Bauer-Kahan)	License plates for class 2 & 3 e-bikes <i>Statewide</i>	DEAD	N/A	N/A	Effective January 1, 2027	Class 2, Class 3	N/A	N/A	N/A
Local Pilots									
SB 956 (Choi)	Authorizes Orange County to establish a pilot program to require the display of a special license plate on e-bikes <i>Orange County</i>	DEAD	N/A	N/A	Until January 1, 2032	Class 1, Class 2, Class 3	N/A	N/A	N/A
AB 2595 (Papan) SUPPORT	San Mateo Electric Bicycle Safety Pilot Program - would allow localities to prohibit kids under 12 from operating class 1 or 2 ebikes <i>San Mateo County</i>	Senate Transportation	N/A	12 years of age (subject to local ordinance)	Until January 1, 2031	Class 1, Class 2	N/A	N/A	N/A
Kitchen Sink									
SB 1167 (Blakespear) SUPPORT	Distinguishes e-bikes from mopeds or "e-motos"; establishes requirements for labeling and advertising; establishes new operational and safety requirements <i>Statewide</i>	Assembly Rules Committee, pending referral to policy committee	Reinforces existing thresholds for e-bikes (≤20 mph motor-only; ≤28 mph pedal assist)	N/A	Effective January 1, 2027	Class 3	Requires Class 3 vehicles are equipped with lamp-type turn signals; prohibits production of misclassified devices	Extensive permanent labeling (manufacturer, classification, speed, wattage)	Must comply with labeling + disclosure rules; unlawful to sell non-compliant or mislabeled devices
AB 1557 (Papan) SUPPORT	Limits e-bike definition to "not capable of exceeding 750 watts of peak power", sets a speed limit of 16 mph for Class 1 & 2 e-bikes, and prevents persons 16 years or younger from operating a Class 3 e-bike. <i>Statewide</i>	DEAD	16 mph (Class 1 & 2)	Prohibits persons under 16 years of age from operating a bike > 250w	Effective January 1, 2027	Class 1, Class 2, Class 3	Prohibits a motor capable of exceeding 750 watts of peak power. Prohibits a manufacturer from equipping any device labeled as a Class 1 or 2 e-bike with a motor capable of exceeding 250 watts of peak power.	N/A	Prohibits the sale or advertisement of non-compliant bikes
AB 2346 (Wilson) SUPPORT	Speedometer/front & rear lamp requirements; Written description of e-bike laws for customers; Allows various speed limits to be imposed <i>Statewide</i>	Senate Rules Committee, pending referral to policy committee	Bicycle Path: 15 or 20 mph (set by local authority) Multiuse trail: 10, 15, or 20 mph (set by local authority) Sidewalk: 10 mph under 16 capped at 15 mph	Prohibits persons under 16 from riding e-bike at a speed greater than 15 mph on highway or bicycle path	Effective January 1, 2027	Class 1, Class 2	Class 1 & 2 e-bikes are required to have a speedometer All e-bikes required to have a front lamp, and rear lamp.	Requires permanent labels (classification, speed, wattage; specific formatting like font size)	Must provide written disclosures at sale (classification, speed, wattage, age limits, helmet rules + legal warning on modifications)

Public comment on the item “Public Hearing to Consider Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms (26-3-3).”

5/28/2026

Hello Chair and Board Members, thank you for the opportunity to comment.

My name is Matt Petrofsky, and I’m here on behalf of the City/County Association of Governments of San Mateo County, or C/CAG, which, through our 21-member Board of Directors that includes a representative from every jurisdiction in San Mateo County, represents approximately 765,000 residents.

Within San Mateo County, GGRF revenues have been vital in supporting a number of important programs.

- TIRCP funding supported the electrification of Caltrain, one of the state’s most significant recent transit modernization and emissions reduction projects.
- LCTOP funding supported fare assistance and free transit pass programs on our countywide bus system, SAMtrans, helping residents access affordable transportation while increasing transit ridership.
- AHSC funding has helped build affordable housing near transit in one of the most expensive housing markets in California.

As we understand them, the proposed amendments would have devastating impacts on these and other related GGRF-funded programs. These programs are essential to advancing California’s climate, transportation, and housing goals. They not only reduce emissions, but also support the affordability and economic resilience of our communities.

As such, we respectfully ask that this Board delay action on the proposed amendments to the Cap-and-Invest Program until the impacts of those changes on GGRF programming can be better understood and addressed.

Thank you again for your time. We appreciate CARB’s leadership on climate policy.



June 1, 2026

The Honorable Gavin Newsom
Governor, State of California
1021 O Street, Suite 9000
Sacramento, CA 95814

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

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

Re: Urgent Call to Protect Statewide Transit Funding

Dear Governor Newsom, Pro Tempore Limón, and Speaker Rivas

We, the undersigned members of the California Legislature, write to urgently request that public transit funding be fully protected in the state budget. Specifically, we write to express our strong concerns that the California Air Resources Board's (CARB) proposed amendments to the Cap-and-Invest program will fully defund the \$400 million annual Greenhouse Gas Reduction Fund (GGRF) portion of the Transit and Intercity Rail Capital Program (TIRCP) and the \$200 million annual Low Carbon Transit Operations Program (LCTOP) through 2030.

Additionally, we are concerned that – once again after agreeing to a \$5.1 billion state investment approved for public transit in the Budget Act of 2023, the May Revision does not appropriate the final \$690 million of installments of this critical investment. We call on you to:

- **Preserve the \$400 million in annual TIRCP and \$200 million in annual LCTOP funding included in the reauthorized cap-and-invest expenditure plan, which CARB's proposed cap-and-invest amendments would fully defund through 2030 (total \$600 million annually through 2030)**
- **Appropriate the \$230 million in committed Zero-Emission Transit Capital Program funds in fiscal year 2026-27, and recommit to appropriate the remaining \$460 million in ZETCP funding in FY 2027-28 (total \$690 million)**

TIRCP and LCTOP

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 TIRCP and LCTOP. A one-time appropriation of \$125 million in GGRF revenues for transit passes is also included.

As we engaged in last year’s Cap-and-Trade discussions, we emphasized the importance of funding certainty to 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. CARB’s proposed cap-and-invest program amendments would reduce GGRF by so much that all Tier 3 programs – including TIRCP and LCTOP – would be fully defunded through 2030.

This is an unacceptable outcome that will raise costs for Californians. TIRCP and LCTOP are designed to expand access to affordable public transit while reducing greenhouse gas emissions. We cannot allow Californians – already burdened by high gas prices – to lose out on expanded public transit outcomes. TIRCP is also the only dedicated funding source for public transit capital expansion in the state. Effectively eliminating this funding would renege on the state’s commitment to support public transit.

We urge you to protect all projected TIRCP and LCTOP appropriations through 2030 through this state budget – including identifying a solution to retain the \$400 and \$200 million annual TIRCP and LCTOP appropriations, respectively.

The Senate’s recently released budget plan assumes the full protection of TIRCP, LCTOP, and SB 125 funding – as agreed-upon by the Governor and Legislature in 2025-2026 – which aligns with the requests in this letter.

SB 125 Funding

In 2023, the Legislature approved, and Governor 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 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 the 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.

Access to this funding includes various accountability provisions, including the requirement to present a detailed allocation plan that must be approved by the California State Transportation Agency (CalSTA). 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. 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.

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 ZETCP funds is scheduled for appropriation in the Budget Acts of 2026 and 2027. However, the January Budget and May Revision 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 SB 125 appropriations have been essential to maintaining transit service and supporting ridership recovery. 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, and 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 GGFR for the formula-based ZETCP in FY 2026-27 and reaffirm the state's commitment to appropriate \$460 million in GGFR to the program in FY 2027-28.

Thank you for your consideration of this urgent request.



Jesse Arreguin
Senator, 7th District



Scott Wiener
Senator, 11th District



Mark González
Assemblymember, 54th District



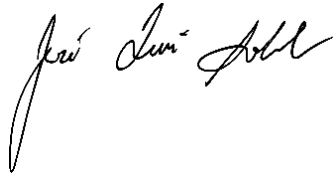
Buffy Wicks
Assemblymember, 14th District



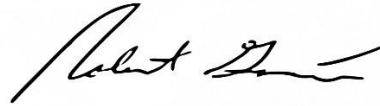
Bob Archuleta
Senator, 30th District



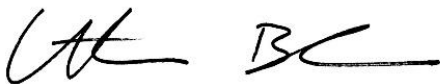
Josh Lowenthal
Assemblymember, 69th District



José Luis Solache, Jr.
Assemblymember, 62nd District



Robert Garcia
Assemblymember, 50th District



Catherine Blakespear
Senator, 38th District



Jerry McNerney
Senator, 5th District



Sade Elhawary
Assemblymember, 57th District



Blanca Pacheco
Assemblymember,



Ash Kalra
Assemblymember, 25th District



Lola Smallwood-Cuevas
Senator, 28th District



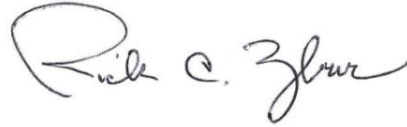
Sasha Renée Pérez
Senator, 25th District



Tom Umberg
Senator, 34th District



Catherine Stefani
Assemblymember, 19th District



Rick Chavez Zbur
Assemblymember, 51st District



Rhodesia Ransom
Assemblymember, 13th District



Marc Berman
Assemblymember, 23rd District



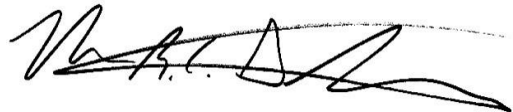
Matt Haney
Assemblymember, 17th District



Liz Ortega
Assemblymember, 20th District



Rebecca Bauer-Kahan
Assemblymember, 16th District



Nick Schultz
Assemblymember, 44th District



Laura Richardson
Senator, 35th District

June 5, 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, Budget Sub #4
1021 O Street, Suite 6510
Sacramento, CA 95814

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

RE: FY 2026-27 Budget Request – Sustaining California's Regional Housing Finance Agencies

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

C/CAG represents all of San Mateo County's 764,442 residents through its 21-member Board of Directors, which includes a seat for every jurisdiction in San Mateo County. C/CAG works to improve climate resilience, mobility, environmental quality, and safety throughout San Mateo County, all topics inexorably linked to the availability of accessible housing.

We write to you today in strong **support of the \$32 million one-time budget request from California's three regional housing finance authorities (RHFAs)**. This modest investment would sustain innovative, regionally driven approaches to the state's most pressing housing challenges. We urge you to include this funding in the FY 2026-27 budget.

California's three RHFAs – the Bay Area Housing Finance Authority (BAHFA), the

Los Angeles County Affordable Housing Solutions Agency (LACAHSAs), and the San Diego Regional Housing Finance Authority (SD-RHFA) – collectively serve 48 percent of Californians. Each was authorized by state law and formed within the last six years to advance ambitious state and local housing goals. Despite limited resources, all three agencies have quickly demonstrated their value by launching programs tailored to the distinct needs of their regions while advancing shared statewide priorities.

BAHFA fills a unique niche in the Bay Area’s housing landscape: it is close enough to communities to identify local needs and design programs accordingly, while operating at a regional scale that drives meaningful, coordinated impact across jurisdictional lines. In San Mateo County, BAHFA’s Doorway program has worked to streamline access to affordable housing by providing a universal application platform that serves the nearly 5,100 affordable housing units permitted since 2012. Regionally, BAHFA plays an essential coordination role, convening the nine Bay Area counties to generate regional revenues that help communities develop affordable homes and make progress toward their RHNA goals. This work is especially important in San Mateo County, where the high cost of land coupled with complex development conditions lead to challenges in affordable housing production. By effectively bridging state and local housing efforts, BAHFA helps translate statewide priorities into regionally appropriate results. No other entity in California’s housing ecosystem plays this role.

Each agency is charting a path toward long-term financial sustainability through revenue-generating programs and regional funding strategies. One-time state support at this critical juncture will sustain the agencies’ most promising work while they build the capacity and revenue streams needed for self-sufficiency. The return on this investment is already evident: in just a few years, the three RHFAs have collectively launched dozens of initiatives spanning affordable housing finance, housing navigation tools, tenant protections, and planning for major regional revenue measures.

We cannot afford to lose the momentum these agencies have built or the powerful revenue-raising potential they represent. California needs BAHFA, LACAHSAs, and SD-RHFA as robust partners to meet our shared housing goals. We urge you to fund the full \$32 million request in the FY 2026-27 budget.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Michael Salazar". The signature is written in a cursive style with a large, prominent "M" and "S".

Michael Salazar, Chair

City/County Association of Governments of San Mateo County

cc: Senator Jesse Arreguin
Assemblymember Buffy Wicks

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY**

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June 4, 2026

California Department of Housing and Community Development

Re: Comments on AB 2011 Draft Guidelines

Dear HCD Staff:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), thank you for the opportunity to provide comments on the draft guidance for AB 2011. C/CAG requests additional language be added to clarify the impacts of AB 2011 on parcels subject to State mandated Airport Land Use Compatibility Plans (ALUCPs).

C/CAG is a joint powers authority that works on regional transportation, housing, and climate issues, and represents all jurisdictions in San Mateo County through its 21-member Board of Directors. C/CAG also serves as the Airport Land Use Commission (ALUC) for San Mateo County. In that capacity, and pursuant to the California Public Utilities Code (Aeronautics Act, Division 9, commencing with Section 21670), C/CAG is responsible for the development and administration of ALUCPs for the airport influence areas surrounding the San Francisco International Airport, the San Carlos Airport, and the Half Moon Bay Airport. These ALUCPs are designed to safeguard the welfare of the public by ensuring compatible land use and the orderly growth of public airports and the areas surrounding them.

Within San Mateo County are several commercial corridors that may be eligible for AB 2011 projects that are also located within areas governed by ALUCPs. This may result in projects that under AB 2011 are authorized for residential use, or that are allowed increased height or density, than would otherwise be allowed given existing ALUCP restrictions. To reduce uncertainty in implementation, C/CAG recommends the guidance include discussion regarding how AB 2011 projects should be processed when located within an airport influence area. Specifically, C/CAG requests that HCD clarify:

- That compliance with applicable Airport Land Use Compatibility Plans (ALUCPs) remains required for projects qualifying under AB 2011;
- How AB 2011's provisions authorizing residential development interact with ALUCP policies that prohibit residential uses within airport influence areas;

- How AB 2011's minimum density and height allowances should be applied where an ALUCP establishes lower density limits, height restrictions, or other compatibility requirements; and
- How local agencies should process AB 2011 projects that are also subject to ALUC review requirements, including situations where an ALUC consistency determination conflicts with the development authorized by AB 2011.

Additional guidance on these issues would assist local agencies in consistently implementing both state housing law and airport compatibility requirements.

In summary, C/CAG appreciates HCD's efforts to provide implementation guidance for AB 2011, but requests that additional clarifying text be included to address the concerns noted herein regarding parcels that are subject to State mandated airport land use compatibility requirements.

Thank you for your consideration of these comments.

Best Regards,

**Kaki
Cheung**

Digitally signed by Kaki Cheung
DN: cn=Kaki Cheung, o, ou=C/
CAG,
email=kcheung1@smcgov.org,
c=US
Date: 2026.06.04 16:15:41 -07'00'

Kaki Cheung
Acting Executive Director
City/County Association of Governments of San Mateo County