C/CAG

City/County Association of Governments
of San Mateo County

Atherton ● Belmont ● Brisbane ● Burlingame ● Colma ● Daly City ● East Palo Alto ● Foster City ● Half Moon Bay ● Hillsborough ● Menlo Park Millbrae ● Pacifica ● Portola Valley ● Redwood City ● San Bruno ● San Carlos ● San Mateo ● San Mateo County ● South San Francisco ● Woodside

C/CAG Legislative Committee

MEETING NOTICE

Date: Thursday, September 10, 2026 **Time:** 5:30 p.m. **Location:** 55 W. Third Ave., San Mateo, CA 94402 Oak Room	**Join by Webinar:** https://us02web.zoom.us/j/89519307481?pwd=QQSPAKaqt9TeK4daNue3GUlA1SlK3A.1 **Webinar ID:** 895 1930 7481 **Password:** 091026 **Join by Phone:** (669) 900-6833

*****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.

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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 June 11, 2026.	Action Petrofsky	4 - 8
5.	Review and recommend Board approval of Amendment No. 2 with Shaw Yoder Antwih Schmelzer & Lange, Inc. for State legislative advocacy services, extending the agreement through December 31, 2027, and increasing the not-to-exceed amount by $84,000 to $420,000.	Action Petrofsky	9 -12
6.	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	13 - 49
7.	Adjournment	Rak	

Next Meeting: October 8, 2026

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

Interim 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:
Interim Executive Director: Kaki Cheung at kcheung1@smcgov.org
C/CAG Committee Staff: Matt Petrofsky at mpetrofsky@smcgov.org

ITEM 4

C/CAG AGENDA REPORT

Date: September 10, 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 June 11, 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 June 11, 2026.

ATTACHMENTS

1. Draft C/CAG Legislative Committee Meeting Minutes, June 11, 2026

CITY/COUNTY ASSOCIATION OF GOVERNMENTS
LEGISLATIVE COMMITTEE

Draft Meeting Minutes
June 11, 2026 Meeting

Staff and Guests Attending:
C/CAG Staff:
Matt Petrofsky, Mima Crume, Kaki Cheung

Legislative Consultants:
Lizzie Guansona
Andrew Antwih

Others Attending:
N/A

1. Call to Order.

Neither Chair Rak nor Vice Chair Flores were able to attend the meeting. C/CAG Vice Chair Stacy Jimenez led this meeting. C/CAG Vice Chair Jimenez called the meeting to order at 5:30 p.m.

2. Roll call.

C/CAG staff conducted roll call, seven members were present, representing a quorum. Member Pappajohn then arrived at 5:38pm, increasing the voting membership to eight.

Agency	Name	In Person	Remote AB 2449
Atherton	Elizabeth Lewis	X	
Burlingame	Andrea Pappajohn	arrived at 5:38pm	
Foster City	Stacy Jimenez	X	
Millbrae	Anders Fung	X	
Pacifica	Greg Wright	X	
Redwood City	Elmer Martínez Saballos	X	
San Bruno	Michael Salazar	X	
San Carlos	Adam Rak (Chair)		
San Mateo County	Lisa Gauthier	X	
South SF	Eddie Flores (Vice Chair)		
MTC*	Gina Papan	X	

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

3. Public comment on items not on the agenda.
There was no public comment on items not on the agenda.

4. Review and approve the Legislative Committee meeting minutes from the meeting held on May 14, 2026.

The Committee voted on approval of the minutes of the May 14, 2026 meeting, with a motion from Member Saballos, seconded by Member Salazar. A vote was taken, and the motion passed (8,0,0).

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 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. This included an overview of the following topics:

Legislative schedule:

- About half of the legislative process is completed, with active bills now in their second House Policy Committees.
- July 2 – bills will need to move from those committees to Fiscal Committees or to the floor.
- July – summer recess
- August – fiscal committees and floor votes
- August 31 – hearing deadline as this is the second year of the two-year session.

State Budget:

- The Governor's release of May Revise showed 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.
- The Assembly and the Senate have individually put out their versions of the budget and now need to come to a two-party agreement, to be voted on June 15th.
- After the two-party agreement, the Governor's office will be included to reach a three-party agreement before the July 1st new fiscal year deadline.
- In August "budget bill juniors" (follow-up budget bills) and budget trailer bills (more specific to certain policy areas) may come forward.
- There was no address of VLF funding in the Assembly, Senate, or Governor's budget, though it is not unusual for member asks to be worked out until the final three-party agreement or beyond.
    - Member Wright asked if coordination regarding VLF was occurring with the office of State Assembly Member Berman (on top of ongoing coordination with Senator Becker and Assembly Member Papan), if advocacy was occurring with the other two counties affected.
    - Lizzie responded that Becker and Papan were the leads, but that the delegation was supportive, and that the other two counties were also advocating.
    - Member Papan noted that the Bay Area Caucus, chaired by Becker and Buffy Wicks, sent a letter to the budget chairs advocating for VLF reimbursement.

CARB, Cap and Invest, and GGRF:

- C/CAG and SYASL made public comments and joined submitted coalition letters on this topic.
- The proposed amendments however were adopted by the California Air Resources Board (CARB) to the Greenhouse Gas Reduction Fund (GGRF) are estimated to result in a $2 billion dollar reduction in GGRF available funding.
- In its current form, this would eliminate funding for Tier 3 allocated programs, such as LCTOP, AHSC, TIRCP.
- This may be an item addressed in the State Budget negotiations.

Board report format:

- Report layout has changed to better show bill progress through an updated bill tracker.
- Any bills with recommended new positions will still be referenced in the body of the Board Report.

AB 2322 (Papan):

- This bill focuses on definitional changes related to municipal stormwater permits.
- This bill was added with a watch position last month.
- This may be a placeholder bill.
- Engagement related to this bill has been spearheaded by the California Stormwater Quality Association.
- Reid Bogart, CCAG Stormwater Program Director, added the following context:
  - The bill aims to fill potential regulatory gaps with respect to what would be considered a commercial, industrial, or institutional facility for the purposes of stormwater permit requirements.
  - In San Mateo County local stormwater regulations are generally developed and implemented through a regional water board. This would create a definition in State law requiring further State legislative action to change if needed.
  - Further, municipal stormwater programs already regulate many of these facilities, and a separate Industrial General Permit also covers many industrial sites. As a result, the proposed definition could create duplicative regulatory requirements.
  - It may have impacts related to the incorporation of new requirements and changes to existing permit structures.
  - The bill, however, is very short, and more information about its impact is needed.
- Member Papan, MTC Commissioner, noted that the author of the bill was Chair of the Water Committee, expressed doubt of the duplicative nature of the bill, and asked if C/CAG staff or SYASL had spoken to them.
  - Reid responded that a meeting was forthcoming
  - Lizzie added that Matt Robinson of SYASL had touched base with Kate, the author's chief of staff.

Ebike Matrix

- The matrix has been updated
- Of the nine main bills, five are still moving, three have been supported by C/CAG.
- There are still several overlapping provisions of these bills which should be sorted out in the next couple of months, usually by the authors of the bills.

Other comment letters and advocacy work submitted included:

- A comment letter in support of a $32m one time budget request for the States three regional housing finance authorities, including the Bay Area Housing Finance Authority (BAHFA).
- A comment letter to the State HCD regarding in response to the draft guidance on the Affordable Housing and High Roads Job Act. The request was for additional language to be added to clarify the impacts of AB 2011 on parcels subjected to state-mandated airport land use compatibility plans.

Matt Petrofsky, C/CAG staff, provided an update to the Committee about the Federal budget outlook, and about two recent grant/earmark applications:

Federal Budget:

- Recently the House approved the Building 250th Act (BUILD250), and also released its FY2027 Transportation, Housing and Urban Development appropriations bill. Currently, both can be taken as early signals of upcoming Federal funding priorities.

- Some major themes include shifting of funding away from sustainability related programs. Another major change is that BUILD250 will no longer utilize advanced appropriations. 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.
    - Member Wright asked for additional details about the type of funding that may be impacted by the move away from advanced appropriations. C/CAG staff responded that as they understood the funding would mostly impact the start of new projects, not defunding existing projects.
- C/CAG Federal Advocates Ashley Badesch and Ken Brown should be in attendance at the July Legislative Committee and Board meetings.

Grants/Earmarks:

- Integrated Green Stormwater Infrastructure Streets project:
    - Congressman Mullin requested $1,880,000 for this project
    - The House included this project on its list of Community Project Funding requests they intend to move forward, but with a funding amount of $500,000. This would still represent a significant investment.
    - There are several additional steps ahead before funding is finalized.
    - Member Gauthier asked how the funding delta might be made up. C/CAG staff are unsure at this time.
- Empowering Communities: A ZEVSE Deployment Plan for San Mateo County
    - C/CAG was recently informed it did not receive this Caltrans Sustainable Transportation Planning Grant.
    - C/CAG staff will meet with Caltrans to debrief in the near future.

6. Adjournment.

The meeting adjourned at approximately 6:00pm.

ITEM 5

C/CAG AGENDA REPORT

Date: September 10, 2026

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

From: Matt Petrofsky, Senior Program Specialist

Subject: Review and recommend Board approval of Amendment No. 2 with Shaw Yoder Antwih Schmelzer & Lange, Inc. for State legislative advocacy services, extending the agreement through December 31, 2027, and increasing the not-to-exceed amount by $84,000 to $420,000.

(For further information or response to questions, contact Matt Petrofsky mpetrofsky@smcgov.org)

RECOMMENDATION

That the C/CAG Legislative Committee review and recommend Board approval of Amendment No. 2 with Shaw Yoder Antwih Schmelzer & Lange, Inc. for State legislative advocacy services, extending the agreement through December 31, 2027, and increasing the not-to-exceed amount by $84,000 to $420,000.

FISCAL IMPACT

The cost of the State legislative advocacy services for calendar year 2027 will be $84,000 ($7,000 per month). Amendment No. 2 would increase the agreement by $84,000, for a new not-to-exceed amount of $420,000.

SOURCE OF FUNDS

Funds for state legislative advocacy services for the first six months are included in the C/CAG FY2026/2027 budget, equally split between Congestion Relief and NPDES funds. Funding for services from July through December 2027 will be subject to the approval of the FY2027/2028 C/CAG budget.

BACKGROUND

On August 15, 2022, C/CAG staff issued a Request for Proposals for state legislative advocacy services. The purpose of the RFP was to retain a part-time consultant to 1) monitor and review new pending legislation, policies, and regulations, 2) advocate C/CAG's interests with the California Legislature and its members and other parties as appropriate, and 3) support the Legislative Committee.

On November 10, 2022, the C/CAG Board approved Resolution 22-97 authorizing the C/CAG Executive Director to execute an Agreement with Shaw Yoder Antwih Schmelzer & Lange, Inc. for State Legislative Advocacy Services from January 1, 2023 through December 31, 2025, at an amount not to exceed $252,000. That agreement includes an option to extend the contract for the 2026 and 2027 legislative sessions, under the same Agreement terms and at the rate of $7,000 per month.

On December 16, 2025, pursuant to Board approval of Resolution 25-72, C/CAG's Executive Director executed Amendment No.1 to the Agreement with Shaw Yoder Antwih Schmeltzer & Lange, Inc. for the 2026 legislative session, which extended the term of the contract through December 31, 2026, and added $84,000 for a new not-to-exceed amount of $336,000.

Staff now recommends that C/CAG extend its contract with Shaw Yoder Antwih Schmeltzer & Lange, Inc. for one additional year. The continuity of services this contract extension will provide serves C/CAG in three main ways:

1. Over the last four years Shaw Yoder Antwih Schmelzer & Lange, Inc has gained a strong institutional knowledge of the priorities of C/CAG and its member agencies, and of the relational dynamics among San Mateo County's stakeholders. This knowledge has provided value throughout the course of the contract, leading to successful funding requests and the advancement of C/CAG initiatives.

2. An extension with Shaw Yoder Antwih Schmelzer & Lange, Inc would allow C/CAG to contract for State Advocacy Services at the firm's existing rate, which remains unchanged since 2022 at $84,000 annually. This rate is favorable compared with rates for similar services obtained recently by other local and regional agencies.

3. A one-year contract extension will grant staff additional time to conduct a comprehensive RFP and transition to a consultant for the next multi-year term.

Staff recommends that the Committee recommends Board approval of Amendment No. 2 with Shaw Yoder Antwih Schmelzer & Lange, Inc. for State legislative advocacy services, extending the agreement through December 31, 2027, and increasing the not-to-exceed amount by $84,000 to $420,000.

EQUITY IMPACTS AND CONSIDERATIONS

Through enhanced State advocacy, C/CAG will strengthen its ability to secure competitive funding on behalf of all jurisdictions within San Mateo County. Increased investment enables the region to deliver projects that improve safety, expand mobility options, reduce greenhouse gas emissions, and enhance resilience, particularly in communities that have historically experienced underinvestment or disproportionate transportation burdens.

ATTACHMENT

1. Draft Amendment No. 2 to the Agreement between C/CAG and Shaw Yoder Antwih Schmelzer & Lange

AMENDMENT NO. 2 TO THE AGREEMENT BETWEEN THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AND SHAW YODER ANTWIH SCHMELZER & LANGE, INC.

WHEREAS, the City/County Association of Governments of San Mateo County (hereinafter referred to as “C/CAG”) and Shaw Yoder Antwih Schmelzer & Lange, Inc. (hereinafter referred to as “Consultant”) are parties to an Agreement originally dated November 10, 2022, for state legislative advocacy services for the C/CAG staff, the C/CAG Legislative Committee, and the C/CAG Board, covering the period of calendar years 2023, 2024, and 2025 (the “Project”); and

WHEREAS, the Agreement established an initial completion date of December 31, 2025; and

WHEREAS, the Agreement includes an option to extend the term for the 2026 and 2027 legislative sessions, under the same Agreement terms and at the same rate of $7,000 per month, subject to approval by the C/CAG Board and execution of an amendment by the Parties; and

WHEREAS, On December 16, 2025, pursuant to Board approval of Resolution 25-72, C/CAG’s Executive Director executed Amendment No.1 to the Agreement with Shaw Yoder Antwih Schmeltzer & Lange, Inc. for state legislative advocacy services for the 2026 legislative session, which extended the term of the contract through December 31, 2026, and added $84,000 for a new not-to-exceed amount of $336,000; and

WHEREAS, C/CAG and Consultant now wish to amend the Agreement to continue services for the 2027 legislative session, as set forth herein.

NOW, THEREFORE, IT IS HEREBY AGREED by C/CAG and Consultant as follows:

1. **Payment**. The aggregate total amount of payment in Section 2, “Payment,” shall be increased from three hundred thirty-six thousand dollars ($336,000) to four hundred and twenty thousand dollars ($420,000).

2. **Term**. The term of the Agreement set forth in Section 5, “Contract Term/Termination,” shall be extended to a new termination date of December 31, 2027.

3. Except as expressly amended herein, all other provisions of the Agreement shall remain in full force and effect.

This amendment shall take effect upon the date of execution by both parties.

Signatures on the following page

City/County Association of Governments
(C/CAG)

____
Kaki Cheung, Interim Executive Director

Date: _____________________________

Approved as to form:

____
Melissa Andrikopoulos
Legal Counsel for C/CAG

Shaw Yoder Antwih Schmelzer & Lange, Inc
(Consultant)

____

Date: ______________________________

ITEM 6

C/CAG AGENDA REPORT

Date: September 10, 2026

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

From: Kaki Cheung, Interim 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

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 and associated bill matrices, including the e-bike bill specific matrix, provide updates on legislative timelines, the State Budget, State grant programs, and bill activity relevant to C/CAG since the last Board meeting. The full report can be found as Attachment 1.

DISCUSSION/ANALYSIS

Key Takeaways

- **$1.38 million included in State Budget for the Integrated Green Stormwater Infrastructure Streets Program**. The end-of-session State budget package includes C/CAG-requested funding for integrated green stormwater infrastructure projects in East Palo Alto, Daly City, and South San Francisco.
- **Vehicle License Fee (VLF) relief remains a major countywide issue**. The enacted budget provides $76.95 million for San Mateo County, while the combined County and city shortfall is projected to approach $226 million in the coming year. AB 184 commits the State to work toward a longer-term solution beginning in FY 2027-28, but does not itself provide ongoing funding.
- **Transit and climate funding was partially restored**. The end-of-session package restores $230 million in FY 2026-27 SB 125 zero-emission transit funding and improves near-term funding assumptions for several Cap-and-Invest programs. An additional $460 million in scheduled SB 125 funding remains to be secured next year.
- **Several bills with local implementation implications await gubernatorial action**. These include bills addressing San Mateo County e-bike authority, statewide e-bike standards, SB 375 planning, transit-oriented housing, and coastal resilience permitting.

Federal and State Budget Updates

Federal Budget Updates

The BUILD America 250 Act (H.R. 8870) has not seen any House floor action since being approved by the Transportation and Infrastructure Committee in May. With the current surface transportation authorization set to expire September 30, 2026, another short-term extension of surface transportation programs appears increasingly likely. C/CAG submitted a letter to urge Senators Padilla and Schiff to include a request to support a short-term extension that preserves advance appropriations, transit funding, and active transportation eligibility. If approved, such an extension would likely push the new reauthorization deadline beyond the election season. Staff are working on an updated list of potential Federal earmark projects in anticipation of the possibility that the reauthorization following this short-term one may be one carried forward by a differently constructed legislature. The letter submitted to Senators Padilla and Schiff can be found as attachment 2.

State Budget Updates

Earlier this year, C/CAG advanced State funding requests totaling $4.68 million for three countywide priorities: integrated green stormwater infrastructure ($1.38 million), the SAFE-T traffic safety project ($1.8 million), and a countywide OneWatershed Strategic Plan ($1.5 million). With the possibility of additional funding for legislative member requests emerging in the final weeks of the State legislative session, C/CAG submitted letters to the State delegation related to these priorities. Those letters can be found as attachments 8.

AB 113 (link), released as part of the end of the 26-27 end of session budget package, included $1,380,000 for the Integrated Green Stormwater Infrastructure Streets Program (Item 3940-103-0001, Provision 1(c)), an allocation advanced by Assemblymember Papan. The funding would accelerate construction and design near Costano Elementary School in East Palo Alto, Woodrow Wilson and Bayshore Elementary Schools in Daly City, and the Grand Avenue downtown corridor in South San Francisco. The projects combine pedestrian-safety and ADA improvements with bioretention and permeable pavement. The same project is also included for $500,000 in pending FY2027 Transportation, Housing and Urban Development (THUD) Community Project Funding (CPF) with the support of Congressman Mullin. Neither of these funding sources are committed until the applicable budget and grant requirements are completed.

C/CAG staff will continue to pursue alternative funding opportunities for the other two programs where possible.

<u>VLF estimates for the upcoming fiscal year</u>
The enacted 2026-27 State Budget includes a $76.95 million partial backfill for San Mateo County. It is estimated that in the coming year the shortfall will grow significantly, with San Mateo County and cities being due a combined estimated amount of nearly $226M. AB 184 (link) states the Legislature's intent to work with San Mateo, Alpine, and Mono Counties, cities within those counties, and other affected jurisdictions on a mutually agreeable legislative and fiscal solution operative in the 2027–28 fiscal year. C/CAG should continue to support a durable solution because the projected shortfall affects both the County and cities and could constrain locally funded services and transportation investments.

<u>SB 125 and Cap-and-Invest</u>
The end-of-session package restores the full $230 million scheduled for FY 2026-27 under the SB 125 Zero-Emission Transit Capital Program. It also increases current assumptions to $48 million for the Low Carbon Transit Operations Program, $95 million for the Transit and Intercity Rail Capital Program, and $190 million for the two Affordable Housing and Sustainable Communities components, plus $50 million earmarked for agricultural land preservation. Beginning in FY 2027-28, interest earned by the Greenhouse Gas Reduction Fund will remain within the expenditure plan. The Legislative Analyst's Office estimates this structural change could add approximately $500 million annually in the near term. These programs support transit, affordable housing, and climate investments used throughout the Bay Area, but current amounts remain below statutory targets. A graphic of the various tiers within the Cap-and-Invest Program can be seen in the Consultant's full report (Attachment 1).

<u>Sustainable Aviation Fuel (SAF) tax credit</u>
The Governor's January budget proposal contained a now excluded tax credit that could have reduced Statewide diesel excise tax revenues available for roads, bridges, freight corridors, and streets. If adopted, it was estimated to result in an annual loss of $394,000 to $1,418,000 in transportation revenues Countywide; $165 million to $300 million Statewide. C/CAG submitted a delegation letter in opposition to the proposed Sustainable Aviation Fuel Tax Credit, which can be found as attachment 3. The final budget package excludes that proposed tax credit.

<u>**Legislative Positions**</u>

Over the past three months, C/CAG has continued to submit letters of support for the draft legislation which this committee has taken positions on, including letters to the Senate and Assembly Housing, Natural Resources & Water, Transportation and Appropriations Committees. Several letters have been sent to the Governor requesting final signature for legislation that has made it to his desk:

- **AB 2595 (Papan)** San Mateo County Age Limit for Electric Bicycle Use: **C/CAG support.** If signed, cities, towns, and the County could prohibit children under age 12 from operating Class 1 or 2 e-bikes through January 1, 2031. Participating jurisdictions would need to consider ordinance language, education, and enforcement; a coordinated countywide approach could improve consistency.

- **AB 2346 (Wilson)**: Electric Bicycles Safety and **SB 1167 (Blakespear**) Vehicles: Electric Bicycles: **C/CAG support.** The bills strengthen equipment, labeling, seller-disclosure, and product-classification requirements and distinguish legal e-bikes from mopeds or "e-motos." AB 2346 also authorizes specified local speed limits. If signed, public works, parks, police, and legal staff should review local rules, signage, education, and enforcement practices.
- **AB 2296 (Papan)** Regional Housing Needs Allocation Process: **C/CAG support.** Adjusts selected timelines for forming subregions and allocating housing need. The measure is relevant to jurisdictions preparing for the next RHNA and housing-element cycle.
- **AB 2313 (Berman)** The Home Energy Choice Act: **C/CAG support.** Provides incentives for alternatives to gas-line replacement.
- **AB 2051 (Wicks)** Coastal Resilience Permitting Working Group: **C/CAG support.** Creates the Coastal Resilience Permitting Working Group to streamline environmental approvals for climate adaptation projects.

Related letters can be found as attachment 8.

The Governor will have until September 30 to sign bills into law. Staff will monitor Governor action on the tracked bills and identify immediate implementation issues for member jurisdictions.

Advocacy and Comment Letters

Office of Management and Budget Delegation Letter and Public Comment

The US Office of Management and Budget (OMB) has proposed revisions to the Guidance for Federal Financial Assistance (2 CFR Part 200) that if finalized would give the Executive Branch sweeping authority to screen, deny, delay, and terminate federal grant awards across all federal agencies based on presidential policy priorities unrelated to the statutory purposes of the grant programs Congress created and funds.

C/CAG submitted comments to OMB in opposition of the proposed changes and also sent a letter to the federal delegation urging them to oppose the changes. C/CAG received positive responses from Senators Padilla and Schiff, who have both also signed on to an opposition letter.

C/CAG's letter and submitted public comment can be found as attachments 4 and 5.

Preliminary DAC designation Comment Letter

California communities that meet various geographic, socioeconomic, public health, and environmental hazard criteria can be designated as "Disadvantaged Communities (DACs)" by CalEPA. These designations have impacts on eligibility for and/or prioritized access to State funding from a variety of sources. One of the primary tools used in this identification process is the CalEnviroScreen mapping tool, developed by the Office of Environmental Health Hazard Assessment (OEHHA). C/CAG previously submitted comments related to the development of the most recent version of that tool. CalEPA recently proposed definitions for a preliminary designation of DACs for 2026, released a draft map of DACs statewide, and opened a public comment period.

C/CAGs submitted public comment to CalEPA requesting that additional pathways to DAC designation be added so that communities with high costs of living, and those that exist within census tracts that also contain less vulnerable inhabitants might be able to receive vital state investment. Those public comments can be found as attachment 6.

Greenhouse Gas Reduction Fund Coalition letter
In May, the California Air Resources Board adopted amendments to the Greenhouse Gas Reduction Fund (GGRF) auction revenue proceedings that are projected to result in a cumulative decrease of $900 million in GGRF revenues from 2027–2046. In addition to providing public comment on this topic at a hearing, C/CAG has also signed onto a coalition letter requesting that the State Legislature take action on this deficit though August budget action on the fiscal year (FY) 2026-27 budget package. The main priorities expressed in this letter include requests to 1) fully fund the outstanding $690 million in SB 125 commitments; 2) fund Tier 3 programs including, AHSC, TIRCP, and LCTOP as close as possible to the SB 840 statutory targets; and 3) allocate $1 billion for California High Speed Rail from the GGRF, consistent with SB 840. That coalition letter can be found as attachment 7.

Submitted Federal and State Applications

DOT Transportation Safety Grant – SAFE T project
On February 24, 2026 C/CAG applied for $5.4M from the U.S. Department of Transportation's (USDOT) Better Utilizing Investments to Leverage Development (BUILD) grant program to implement the Safety Applications For Every Traveler (SAFE-T) project. The project would deploy traffic signal safety interventions, including pedestrian detection and dynamic "No Turn on Red" signs at 78 high risk locations throughout the County, focusing on areas along the High Injury Network. Additionally, the project would deploy a centralized emergency vehicle preemption (EVP) system along 16 miles of Highway 1. These improvements aimed to reduce vehicle-pedestrian conflicts, improve accessibility for seniors and people with disabilities, and improve emergency response times. On August 3, C/CAG was informed that the application was recognized as a "Project of Merit" but not selected for an award. C/CAG has applied to other funding programs for SAFE-T (Safe Streets for All, TDA Article 3) and will apply to other programs (OBAG 4, San Mateo County Transportation Authority's Pedestrian/Bike Program and Alternative Congestion Relief/Transportation Demand Management Program) this fall.

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, September 1, 2026 from Shaw Yoder Antwih Schmelzer & Lange
2. 8/14/2026 – To The Honorable Alex Padilla and Adam Schiff, United States Senate, RE: City/County Association of Governments for San Mateo County (C/CAG) Priorities for Surface Transportation Reauthorization
3. 7/23/2026 – To The Honorable Josh Becker and Scott Wiener, California State Senate, and The Honorable Diane Papan, Marc Berman, and Catherine Stefani, California State Assembly, RE: Oppose Proposed Sustainable Aviation Fuel Tax Credit
4. 7/8/2026 – To Office of Management and Budget, RE: Proposed Revisions to Guidance for Federal Financial Assistance

5. 7/8/2026 – To The Honorable Alex Padilla and Adam Schiff, United States Senate, and The Honorable Kevin Mullin and Sam Liccardo, United States House of Representatives, RE: Proposed Revisions to Guidance for Federal Financial Assistance
6. 8/14/2026 – To California Environmental Protection Agency, RE: Comments on the 2026 Preliminary Disadvantaged Communities Designations
7. 8/20/2026 – To The Honorable Monique Limón and John Laird, California State Senate, and The Honorable Robert Rivas and Jesse Gabriel, California State Assembly, Re: Protect California's Investments in Jobs, Transit, and Housing
8. For the relevant letters of support and project descriptions, see attachments for Agenda item #9 for the 9/10/26 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://syaslpartners.com/clients/

September 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 – September 2026

Legislative Update
The Legislature recessed the second year of the two-year 2025-26 Legislative Session on September 1, sending more than 900 bills to the Governor in the final weeks of session. The Governor will have until September 30 to sign or veto bills sent to his desk in the final weeks of session. On November 3, the general election will occur. We will welcome several new members to Sacramento for the 2027-28 Legislative Session, which will convene on December 7 for one day until they begin their work in earnest in early January. There are nine Senate and thirteen Assembly seats that are considered "open" heading into November.

For information about key legislative and budget deadlines, please see the 2026 Legislative Calendar here.

2026-27 End-of-Session Budget Package
As anticipated, within the final few days of the legislative session, an August end-of-session budget package, comprised of sixteen bills, came into print. This package includes additional budget bills and budget trailer bills that "clean up" the earlier June 2026 budget package.

The Budget Bill Jr., contained in AB 113, includes funding for legislative targeted local priorities. Amongst these local allocations was $1,380,000 to San Mateo County for the Integrated Green Stormwater Infrastructure Streets Program (Item 3940-103-0001, Provision 1(c)), as requested by C/CAG, that we helped secure and led by Assemblymember Papan. This investment will accelerate construction and design of high-priority green stormwater infrastructure projects serving Costano Elementary School in East Palo Alto, Woodrow Wilson and Bayshore Elementary Schools in Daly City and Grand Avenue downtown corridor in South San Francisco. The projects include safer pedestrian crossings, ADA-accessible improvements, traffic calming measures, bioretention facilities, and permeable pavement.

Also, as part of this package, the State Government trailer bill (AB 184) includes a stated intent of the Legislature to work with the impacted counties and their representatives to develop mutually agreeable legislative and fiscal solutions to the revenue shortfall from the vehicle license fee (VLF). This comes in addition to the previously allocated $80 million in the June budget to backfill three counties with insufficient local property taxes to offset lost VLF revenue from the State's reduction of the VLF. This included $76,950,000 specifically for San Mateo County.

Cap-and-Invest
On August 29, the Legislature and Governor reached an agreement on a GGRF spending plan for Fiscal Year 2026-27, reflected in AB 113 (Gabriel). As it relates to transportation and housing, the agreement:

- Fully honors the $230 million FY 2026-27 SB 125 commitment for the Zero-Emission Transit Capital Program;
- $48 million for LCTOP (slight increase from $38 million in the latest July projection);
- $95 million for TIRCP (slight increase from $76 million in the latest July projection);
- $133 million for Affordable Housing (slight increase from $107 in the latest July projection);
- $107 million for Sustainable Communities (includes $50 million one-time for agricultural land preservation).

In addition, a companion GGRF trailer bill directs interest earned on GGRF to the GGRF expenditure plan, beginning in FY 2027-28. This will have the effect of directing approximately $500 million annually to the GGRF in the near-term, which will help bolster funding for the Tier 3 programs.

As a reminder, this tier system was implemented as a result of negotiations last year, which reauthorized the Cap-and-Trade program (now Cap-and-Invest) and recast the expenditure plan. Specifically, SB 840 substantially modified appropriations from GGRF and effectively established "priority tiers" for the GGRF appropriations. Off the top, the legislation appropriates GGRF revenue for a variety of backfills and administrative expenses – "Tier 1." The legislation then appropriates $1 billion in GGRF revenue for high-speed rail and $1 billion in GGRF revenue for the Legislature's discretionary priorities – "Tier 2." Then, the legislation appropriates nearly $2 billion for the historic continuous appropriations, including AH/SCP and transit programs – "Tier 3."

Statutorily Required GGRF Appropriations Pursuant to SB 840		
Program	**Department**	**Annual Amounts**
Tier 1: Starting in 2026-27, auction revenues will be allocated first to the following programs:		
Manufacturing tax exemption	N/A	• Roughly $160 million
State operations	Various	• Roughly $120 million
State Responsibility Area fee backfill	CalFire	• Roughly $90 million
Legislative Counsel Climate Bureau	Legislative Counsel	• $3 million
Tier 2: Then second to the following programs:		
High-speed rail project	HSRA	• $1 billion
Unspecified programs subject to appropriation	Various	• $1 billion
Tier 3: Then third, if funding is available, to the following programs:		

Affordable Housing and Sustainable Communities Program	SGC	• $800 million
TIRCP	CalSTA	• $400 million
Community Air Protection Program—AB 617	CARB	• $250 million
Low Carbon Transit Operations Program	Caltrans	• $200 million
Wildfire and forest resilience—SB 901	CalFire	• $200 million
Safe and Affordable Drinking Water Program	SWRCB	• $130 million
Tier 4: Then fourth, remaining funding is subject to legislative appropriation for discretionary purposes.		

As reflected in the chart below, the Budget Bill Jr. assumes and/or provides the following appropriations for the following Tier 3 priority programs.

(In millions)	**SB 840 Statutorily Established Tiers**	**Tier 3 FY 26-27 June Budget Projections**	**Tier 3 FY 26-27 August Budget Projections**	**SB / AB 113 GGRF Augmentation**	**Total:**
SB 125 - Zero Emission Transit Capital Program (ZETCP)	*N/A*	*N/A*	*N/A*	$230	$230
Low Carbon Transit Operations Program (LCTOP)	*$200*	$38	$48		$48
Transit and Intercity Rail Capital Program (TIRCP)	*$400*	$76	$95		$95
AHSCP - Sustainable Communities	*$240*	$46	$57	$50 (Earmarked for SALC)	$107
AHSCP - Affordable Housing	*$560*	$107	$133		$133

The higher baseline GGRF funding relative to the FY 2026-27 budget reflects stronger than expected revenue generation at the most recent quarterly auction of the Cap-and-Invest program, which took place earlier this month.

Ballot Propositions

Fourteen statewide ballot propositions are on the November 3 ballot in California. This includes nine ballot initiatives and five measures from the California Legislature. For the official voter guide, please visit here.

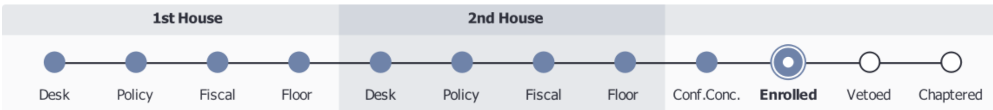
- Proposition 1: Issue $11.25 billion in bonds to fund Multifamily Housing Program, CalVet Home Loan Program, and youth housing
- Proposition 2: Increase the Budget Stabilization Account (BSA) cap from 10% of general fund revenue to 20% and excluding deposits into the BSA from the Gann Limit
- Proposition 3: Renew the additional income taxes enacted with the approval of Proposition 38 in 2012 that fund education and early childhood programs
- Proposition 4: Allow the state and local governments to create programs that provide candidates with public funds under spending limits and eligibility rules
- Proposition 5: Eliminate the successor election when a state officer is recalled, thereby leaving the office vacant until it is filled according to state law
- Proposition 37: Establish a second mortgage homebuyer program for qualified homebuyers on qualifying homes and issue $25 billion in bonds to fund the program
- Proposition 38: Issue $8.4 billion in general obligation bonds to fund immunology and immunotherapy research
- Proposition 39: Require voters to present government-issued identification when casting ballots and require election officials to use government data to confirm voter citizenship and report verification rates
- Proposition 40: Levy a one-time 5% tax on the accumulated wealth of taxpayers and trusts with covered assets valued over $1 billion to fund state health care programs, food assistance programs, and public education
- Proposition 41: Require state laws or ballot initiatives levying a new special tax enacted after January 1, 2026 to require the government entities or departments receiving revenue from the new tax to eliminate their lowest-performing programs and reinvest those savings in higher-performing programs
- Proposition 42: Prohibit the enactment of new taxes after January 1, 2026 on ownership or accumulation of retirement holdings, individually-owned assets, and other forms of personal savings
- Proposition 43: Require two-thirds vote by electorate to enact, extend, or increase local special tax initiatives and prohibit local governments and ballot initiatives from enacting ad valorem property taxes except those authorized elsewhere in the state constitution
- Proposition 44: Prohibit healthcare clinics, specifically federally-qualified health centers and related organizations, from spending less than 90% of their annual revenue on mission-related purposes
- Proposition 45: Establish timelines for local and state agencies to review plans and solicit public comment for essential projects, such as housing, improvements to water supply, transportation, energy, and facilities for health and public safety

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.

Support

AB 113 (**Gabriel, D**) **Budget Act of 2026.**

Introduced: 01/08/2025 (Spot bill)
Last Amended: 08/28/2026
Status: 09/01/2026 - Read third time. Urgency clause adopted. Passed. Ordered to the Assembly. (Ayes 29. Noes 4.). In Assembly. Concurrence in Senate amendments pending. Assembly Rule 63 suspended. Senate amendments concurred in. To Engrossing and Enrolling.

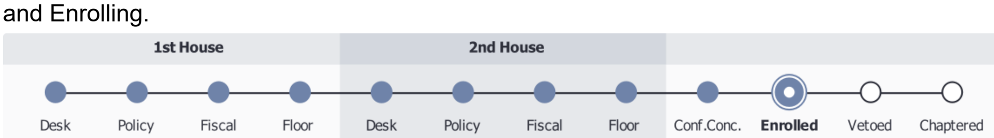


Location: 09/01/2026 - Assembly ENROLLMENT
Summary: The Budget Act of 2026 made appropriations for the support of state government for the 2026–27 fiscal year. This bill would amend that budget act by amending, adding, and repealing items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill. This bill would declare that it makes an appropriation for the usual current expenses of the state, and shall go into immediate effect. This bill would declare that it is to take effect immediately as an urgency statute. (Based on 09/01/2026 text)

Position
Support

AB 184 (**Committee on Budget**) **State government.**

Introduced: 01/08/2025 (Spot bill)
Last Amended: 08/28/2026
Status: 08/31/2026 - From committee: Do pass. (Ayes 13. Noes 5.) (August 31). Read second time. Ordered to third reading. Read third time. Passed. Ordered to the Assembly. (Ayes 30. Noes 10.). In Assembly. Concurrence in Senate amendments pending. Assembly Rule 63 suspended. Senate amendments concurred in. To Engrossing and Enrolling.



Location: 08/31/2026 - Assembly ENROLLMENT
Summary: Existing property tax law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally provides that each jurisdiction be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined. Existing property tax law also requires that, for purposes of determining property tax revenue allocations in each county for the 1992–93 and 1993–94 fiscal years, the amounts of property tax revenue deemed allocated in the prior fiscal year to the county, cities, and special districts be reduced in accordance with certain formulas. It requires that the revenues not allocated to the county, cities, and special districts as a result of these reductions be transferred to the Educational Revenue Augmentation Fund in that county for allocation to school districts, community college districts, and the county office of education. The Vehicle License Fee Law imposes a license fee for the privilege of operating upon the public highways in this state of specified vehicles, including any vehicle of a type that is subject to registration under the Vehicle Code. Beginning with the 2004–05 fiscal year and for each fiscal year thereafter, existing law requires that each city, county, and city and county receive additional property tax revenues in the form of a vehicle license fee adjustment amount, as defined, from a Vehicle License Fee Property Tax Compensation Fund that exists in each county treasury. Existing law requires that these additional allocations be funded from ad valorem property tax revenues otherwise required to be allocated to educational entities. This bill would state the intent of the Legislature for the state to work collaboratively with the

representatives of the County of Alpine, the County of Mono, and the County of San Mateo, representatives of cities within those counties, and representatives of other potentially impacted cities and counties to develop mutually agreeable legislative and fiscal solutions to the revenue shortfall from the vehicle license fee that the counties and cities are experiencing due to the operation of the above-described provisions relating to additional property tax revenues and vehicle license fees. (Based on 09/01/2026 text)

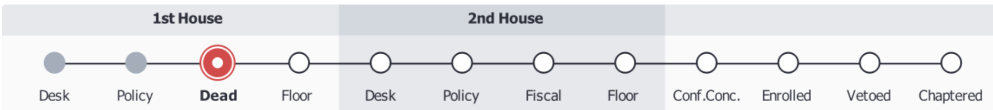
Position
Support

AB 1557 **(Papan, D) Vehicles: electric bicycles.**

Introduced: 01/08/2026

Last Amended: 04/16/2026

Status: 05/14/2026 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/6/2026)



Location: 05/14/2026 - Assembly DEAD

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. Existing law defines a “class 1 electric bicycle” as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Existing defines a “class 2 electric bicycle” as a bicycle equipped with a motor that may be used exclusively to propel the bicycle and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Existing law defines a “class 3 electric bicycle” as a bicycle equipped with a speedometer and a motor that, in pertinent part, 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. A violation of the Vehicle Code is a crime. This bill would instead define a class 1 electric bicycle as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, and that ceases to provide assistance when the bicycle reaches the speed of 16 miles per hour. The bill would define a class 2 electric bicycle as a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 16 miles per hour. The bill would provide that, notwithstanding these definitions, an electric bicycle manufactured prior to January 1, 2027, that was equipped with a motor that is not capable of exceeding 750 watts of continuous power and otherwise met the legal requirements for the relevant class at the time of manufacture shall retain its classification. (Based on 04/16/2026 text)

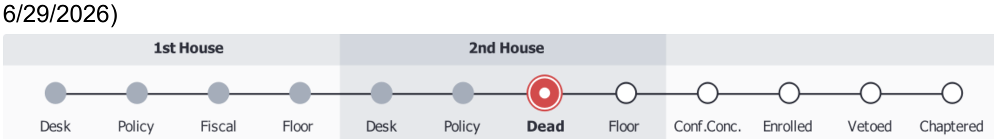
Position
Support

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

Introduced: 02/17/2026

Last Amended: 06/18/2026

Status: 08/14/2026 - Failed Deadline pursuant to Rule 61(b)(14). (Last location was APPR. SUSPENSE FILE on 6/29/2026)



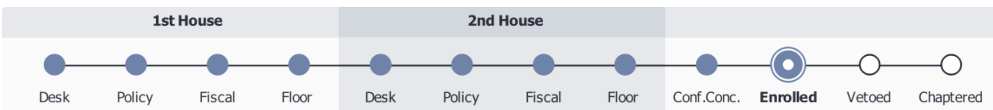
Location: 08/14/2026 - Senate DEAD

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. Existing 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 06/18/2026 text)

Position
Support

AB 2051 (**Wicks, D**) **Public resources: coastal resources: Coastal Resilience Permitting Working Group.**

Introduced: 02/18/2026
Last Amended: 08/21/2026
Status: 08/28/2026 - Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 67. Noes 6.).

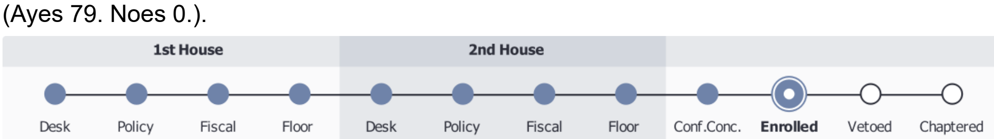


Location: 08/28/2026 - Assembly ENROLLMENT
Summary: The California Coastal Act of 1976 requires any person wishing to perform or undertake any development in the coastal zone, as defined, in addition to obtaining any other permit required by law from any local government or from any state, regional, or local agency, to obtain a coastal development permit, as provided. The act requires each local government lying in whole or in part within the coastal zone to prepare a local coastal program for that portion of the coastal zone within its jurisdiction. The act requires a land use plan of a proposed local coastal program to be submitted to the California Coastal Commission for certification. The act authorizes the commission to extend, for a period not to exceed one year, certain time limitations relating to local coastal programs for good cause. This bill would authorize the commission to retroactively extend, for good cause and a period not to exceed 5 years, a time limitation established for a local government to act on the commission's suggested modifications to a land use plan amendment that would authorize approval of an affordable housing development, as specified. (Based on 08/21/2026 text)

Position
Support

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

Introduced: 02/19/2026
Last Amended: 08/21/2026
Status: 08/26/2026 - Read third time. Passed. Ordered to the Assembly. (Ayes 39. Noes 0.). In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 79. Noes 0.).



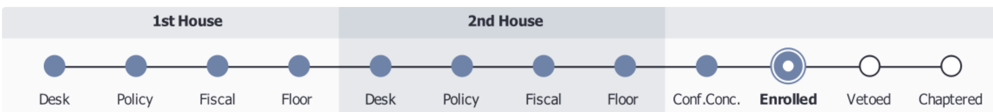
Location: 08/26/2026 - Assembly ENROLLMENT

Summary: Existing law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, which includes, among other mandatory elements, a housing element. 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. This bill, except with respect to the 7th housing element cycle for councils of governments with a housing element revision due date during the calendar year 2027, 2028, or 2029, 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. This bill contains other related provisions and other existing laws. (Based on 08/30/2026 text)

Position
Support

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

Introduced: 02/19/2026
Last Amended: 08/13/2026
Status: 08/28/2026 - Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 42. Noes 20.).

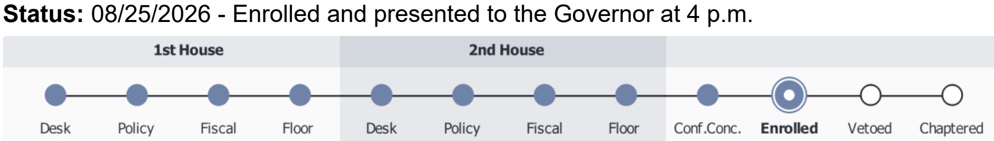


Location: 08/28/2026 - Assembly ENROLLMENT
Summary: Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including gas corporations. Existing law requires, until January 1, 2031, gas corporations to submit to the commission an annual map that includes, among 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 require the commission to exempt from the program the emergency replacement of a gas distribution service line. The bill would require the commission to annually review the program to determine whether adjustments should be made to program design to increase program participation. (Based on 08/13/2026 text)

Position
Support

AB 2346 (**Wilson, D**) **Vehicles: electric bicycles and speed limits.**

Introduced: 02/19/2026
Last Amended: 06/18/2026
Status: 08/25/2026 - Enrolled and presented to the Governor at 4 p.m.



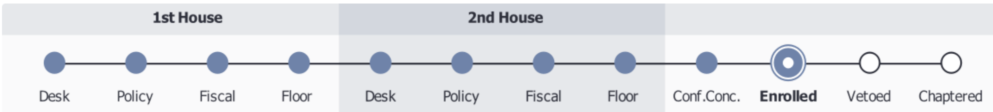
Location: 08/25/2026 - Assembly ENROLLED
Summary: Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes. This bill would require all class 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 or detachable front lamp and a rear lamp, as specified. The bill would also require sellers and distributors of electric bicycles to disclose specified information at or before the point of sale. (Based on 08/21/2026 text)

Position
Support

AB 2595 (**Papan, D**) **San Mateo Electric Bicycle Safety Pilot Program.**

Introduced: 02/20/2026
Last Amended: 06/15/2026
Status: 08/25/2026 - Enrolled and presented to the Governor at 4 p.m.

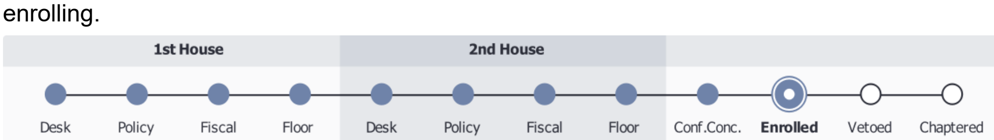


Location: 08/25/2026 - Assembly ENROLLED
Summary: Existing law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing law, a “class 1 electric bicycle” is a bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under existing 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. Existing 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. This bill would make a parent or legal guardian with control or custody of an unemancipated minor who violates the ordinance or resolution jointly and severally liable with the minor for the amount of the fine imposed. (Based on 08/21/2026 text)

Position
Support

SB 1167 (**Blakespear, D**) **Vehicles: electric bicycles.**

Introduced: 02/18/2026
Last Amended: 08/20/2026
Status: 08/28/2026 - Assembly amendments concurred in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling.



Location: 08/28/2026 - Senate ENROLLMENT
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. (Based on 08/31/2026 text)

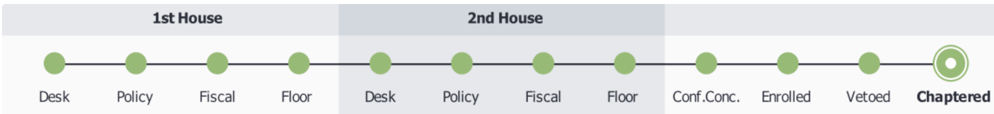
Position

Support

Watch

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

Introduced: 01/12/2026
Last Amended: 04/13/2026
Status: 08/27/2026 - Approved by the Governor. Chaptered by Secretary of State - Chapter 128, Statutes of 2026.

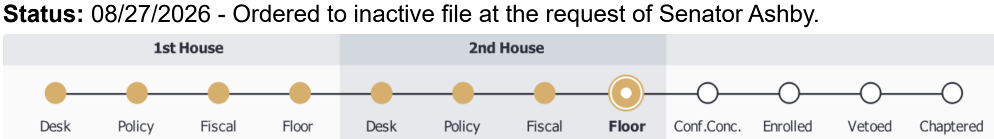


Location: 08/27/2026 - Assembly CHAPTERED
Summary: Would require, on or before March 1, 2028, the State Department of Education, in consultation with the Department of the California Highway Patrol, to develop a standardized electric bicycle safety and training program for pupils in grades 7 to 12, inclusive, 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 08/27/2026 text)

Position
Watch

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

Introduced: 02/19/2026
Last Amended: 04/06/2026
Status: 08/27/2026 - Ordered to inactive file at the request of Senator Ashby.

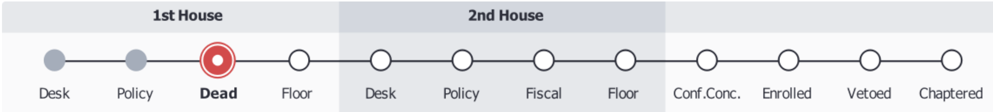


Location: 08/27/2026 - Senate INACTIVE FILE
Summary: The State Water Resources Control Board and the 9 California regional water quality control boards prescribe waste discharge requirements for the discharge of stormwater by municipalities and industries in accordance with the federal national pollutant 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 2508](#) (**[Hoover, R](#)**) **Public Utilities Public Purpose Programs Fund.**

Introduced: 02/20/2026
Last Amended: 03/26/2026
Status: 05/14/2026 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/6/2026)



Location: 05/14/2026 - Assembly DEAD

Summary: Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Under existing law, the commission administers, or otherwise oversees, various public purpose programs, including energy efficiency and conservation programs, cost-effective energy efficiency programs, rate assistance programs for eligible food banks, and home insulation financial assistance programs. Under existing law, those programs are generally funded through a charge on electrical service, which is collected through customer rates. This bill would establish the Public Utilities Public Purpose Programs Fund. The bill would require the commission, no later than January 1 of each year, commencing January 1, 2027, to determine and publish the amount necessary to fund certain public purpose programs and programs administered by electrical regional energy networks for the following fiscal year, as provided. The bill would require the Controller to transfer, on July 1 of each fiscal year, from the Greenhouse Gas Reduction Fund to the Public Utilities Public Purpose Programs Fund moneys appropriated by the Legislature for that purpose. The bill would require all moneys in the Public Utilities Public Purpose Programs Fund to be allocated by the commission, upon appropriation by the Legislature, to fund the public purpose programs and programs administered by electrical regional energy networks, as provided. (Based on 03/26/2026 text)

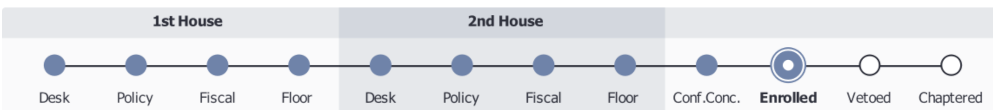
Position
Watch

AB 2576 (Harabedian, D) **Transit-oriented development: exclusions: historic sites.**

Introduced: 02/20/2026

Last Amended: 08/10/2026

Status: 08/27/2026 - Enrolled and presented to the Governor at 4 p.m.



Location: 08/27/2026 - Assembly ENROLLED

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, among other sites prior to one year following the adoption of the 7th revision of the housing element, 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 08/24/2026 text)

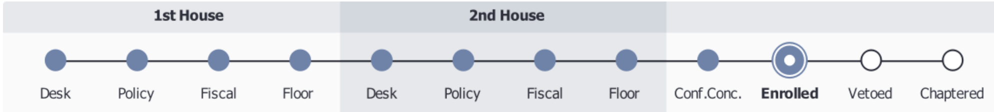
Position
Watch

SB 193 (Committee on Budget and Fiscal Review) **Public resources: Greenhouse Gas Reduction Fund: programs.**

Introduced: 01/23/2025 (Spot bill)

Last Amended: 08/28/2026

Status: 09/01/2026 - Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending. Unanimous consent granted to take up without reference to file. Assembly amendments concurred in. (Ayes 30. Noes 10.) Ordered to engrossing and enrolling.



Location: 09/01/2026 - Assembly ENROLLMENT

Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions, as provided. The act authorizes that state board to include in those regulations the use of a market-based compliance mechanism to comply with those regulations. Existing law requires moneys collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law allocates moneys in the fund in a specified priority and continuously appropriates a certain amount of moneys in the fund for certain purposes. This bill would require interest income earned on those moneys to be deposited into the fund. By depositing additional moneys into a continuously appropriated fund, the bill would make an appropriation. (Based on 08/28/2026 text)

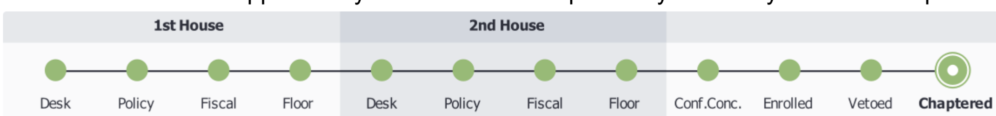
Position
Watch

SB 830 (**Arreguín, D**) **Public Transit Revenue Measure District: revenue measure: election procedures.**

Introduced: 02/21/2025

Last Amended: 06/18/2026

Status: 07/16/2026 - Approved by the Governor. Chaptered by Secretary of State. Chapter 101, Statutes of 2026.



Location: 07/16/2026 - Senate CHAPTERED

Summary: Existing law establishes the Public Transit Revenue Measure District, governed by the same board that governs the Metropolitan Transportation Commission, with jurisdiction extending throughout the boundaries of the Counties of Alameda, Contra Costa, San Mateo, and Santa Clara, and the City and County of San Francisco. Existing law authorizes a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 14 years, and in specified amounts, subject to voter approval at the November 3, 2026, statewide general election. Existing law establishes specified procedures for that election, including a requirement that the elections officials of the counties where the measure will appear on the ballot mutually agree to use the same letter designation for the measure. This bill would revise those election procedures by, among other things, instead requiring the measure to be identified on the ballot by the designation “Regional Transit Measure” in each county included in the district and by requiring each county elections official in the district to select, from among the submissions of proposed arguments in favor of, and against, the measure, the arguments to be included in the county voter information guide of that county, as specified. This bill contains other related provisions. (Based on 07/16/2026 text)

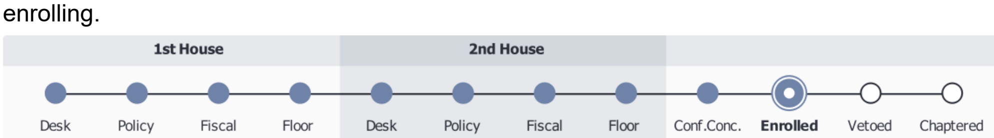
Position
Watch

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

Introduced: 02/13/2026

Last Amended: 08/21/2026

Status: 08/31/2026 - Assembly amendments concurred in. (Ayes 31. Noes 9.) Ordered to engrossing and enrolling.



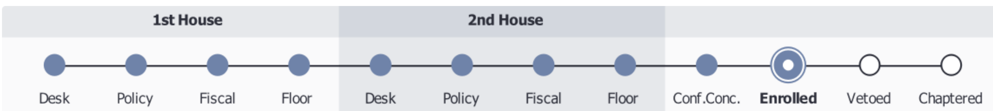
Location: 08/31/2026 - Senate ENROLLMENT

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. This bill would revise and recast the requirements for a sustainable communities strategy, including, among other things, (A) requiring a sustainable communities strategy every 8 years with a progress report after 4 years instead of requiring a sustainable communities strategy every 4 years, (B) requiring the state board to provide each region with greenhouse gas emission reduction targets for 2035 and 2045, and (C) requiring the state board to hold technical workshops before providing those targets. The bill would also revise the state board's process for reviewing sustainable communities strategies and alternative planning strategies, as specified. This bill contains other related provisions and other existing laws. (Based on 08/21/2026 text)

Position
Watch

SB 1159 (Cabaldon, D) **Artificial intelligence: transparency and governance.**

Introduced: 02/18/2026
Last Amended: 06/25/2026
Status: 08/28/2026 - Enrolled and presented to the Governor at 11 a.m.

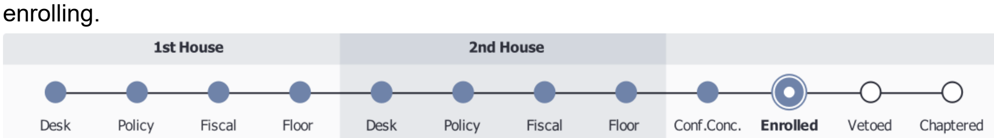


Location: 08/28/2026 - Senate ENROLLED
Summary: The California Constitution provides that people have the right of access to information concerning the conduct of the people's business. Various provisions of existing law, including the California Public Records Act, the Legislative Open Records Act, 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 Legislative Open Records Act, the Administrative Procedure Act, the California Coastal Act of 1976, and 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, or robots, whether physical or digital. (Based on 08/24/2026 text)

Position
Watch

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

Introduced: 02/20/2026
Last Amended: 08/18/2026
Status: 08/30/2026 - Assembly amendments concurred in. (Ayes 30. Noes 10.) Ordered to engrossing and enrolling.



Location: 08/30/2026 - Senate ENROLLMENT
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 08/18/2026 text)

Position
Watch

Total Measures: 19
Total Tracking Forms: 19

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 *Statewide*	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. *Statewide*	Signed into Law	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 I bikeway. *Statewide*	Signed into Law	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 *Statewide*	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 *Orange County*	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 *San Mateo County*	Governor's Desk	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 *Statewide*	Governor's Desk	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. *Statewide*	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 *Statewide*	Governor's Desk	Bicycle Path: 15 or 20 mph (set by local authority) Multiuse trail: 10, 15, or 20 mph (set by local authority) Sidewalk: 10 mph	Recommends that persons under 16 years of age should not ride an electric bicycle at a speed greater than 15 miles per hour	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)

August 14, 2026

The Honorable Alex Padilla
United States Senate
331 Hart Senate Office Building
Washington, DC 20510

The Honorable Adam Schiff
United States Senate
112 Hart Senate Office Building
Washington DC, 20510

RE: City/County Association of Governments for San Mateo County (C/CAG) Priorities for Surface Transportation Reauthorization

Dear Senator Padilla and Senator Schiff:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I write to ask for your support for a surface transportation authorization that protects dependable federal investment, preserves direct access to competitive funding for local and regional agencies, and maintains flexibility for communities to advance the transportation projects that best meet local needs.

As a joint powers agency representing San Mateo County and its 20 cities, C/CAG coordinates regional transportation planning and advances shared priorities in mobility, climate, stormwater management, and infrastructure. C/CAG's adopted legislative priorities emphasize protecting transportation revenues, supporting active transportation and complete streets, strengthening transit integration, and preserving flexible funding for local and regional infrastructure. As the Senate develops its reauthorization proposal, C/CAG respectfully asks that you:

- **Preserve robust discretionary grant funding that local governments and regional agencies can pursue directly.** San Mateo County's most consequential transportation projects often cross jurisdictional boundaries and combine safety, congestion relief, transit access, resilience, and stormwater improvements. Formula funding alone cannot meet these needs. The final authorization should maintain meaningful funding for programs such as BUILD, Safe Streets and Roads for All, PROTECT, and transportation technology and infrastructure grants, while preserving direct local eligibility and reasonable match requirements.

- **Strengthen flexible funding and local decision-making.** Increase funding for flexible programs, such as the Surface Transportation Block Grant Program and preserve a meaningful share of funding for metropolitan, regional, and local priorities. Local and regional agencies are best positioned to identify roadway, safety, active transportation, congestion relief, and multimodal improvements that respond to community needs. Federal policy should provide sufficient flexibility to advance these locally identified investments.

- **Protect the eligibility of active transportation projects in statute.** The Department of Transportation has moved to disqualify bicycle safety and other active transportation projects and rescind funding for them across programs in which Congress made them eligible or even priorities, including BUILD and Safe Streets and Roads for All. C/CAG asks that the Senate write explicit language prohibiting the Department from disqualifying, deprioritizing, or withholding funds from an otherwise eligible project on the basis of travel mode. In San Mateo County, bike, trail, and complete streets facilities form essential parts of local transportation networks and connect residents to Caltrain, SamTrans, schools, downtowns, employment centers, and neighboring communities.

- **Pair the House bill's higher formula levels with restored advance appropriations.** C/CAG supports the House BUILD 250 Act's higher formula funding levels, continued investment in competitive grant programs, and the proposed Local and Regional Project Assistance Program. To ensure these investments produce a meaningful increase in available funding and not just authorized funding, the final legislation should restore appropriations for discretionary programs.

- **Avoid a funding cliff when current authorities expire on September 30.** If reauthorization is not complete by that date, any extension or related appropriations measure should maintain current transportation and transit funding without cuts, rescissions, or policy changes that disrupt projects already in planning, design, or construction.

- **Include congressionally directed projects.** C/CAG and its member agencies have several project-ready transportation priorities, including the Safety Applications for Every Traveler (SAFE-T) project, which will deploy traffic signal safety interventions at 47 high-risk locations throughout the county and establish an Emergency Vehicle Preemption (EVP) system along 16 miles of the rural Highway 1 corridor. C/CAG would welcome the opportunity to submit this and other priority projects for your consideration if the Senate establishes a designation process.

Thank you for your leadership and continued support for California's local transportation agencies. C/CAG looks forward to working with you to secure a long-term authorization that protects local access to federal funding and gives San Mateo County communities the flexibility to advance their highest-priority transportation projects. If you have any questions, please contact the C/CAG Interim Executive Director Kaki Cheung at kcheung1@smcgov.org.

Sincerely,

Michael Salazar

Michael Salazar, Chair
City/County Association of Governments of San Mateo County

July 23, 2026

The Honorable Josh Becker
California State Senate
3525 Alameda de Las Pulgas,
Menlo Park, CA 94025

The Honorable Scott Wiener
California State Senate
455 Golden Gate Avenue, Suite 14800,
San Francisco, CA 94102

The Honorable Diane Papan
California State Assembly
1528 South El Camino Real, Suite 302
San Mateo, CA 94402

The Honorable Marc Berman
California State Assembly
721 Colorado Avenue, Suite 101,
Palo Alto, CA 94303

The Honorable Catherine Stefani
California State Assembly
455 Golden Gate Avenue, Suite 14600,
San Francisco, CA 94102

RE: Oppose Proposed Sustainable Aviation Fuel Tax Credit

On behalf of the City/County Association of Governments of San Mateo County (C/CAG) who represents all of San Mateo County's 764,442 residents through its 21-member Board of Directors that includes a seat for every jurisdiction in San Mateo County, I write to respectfully oppose the proposed Sustainable Aviation Fuel (SAF) tax credit included in the Governor's January budget proposal. As drafted, this proposal would divert critical transportation dollars to a new SAF subsidy with uncertain additional benefits, no clear limitation to in-state production, and no adequate showing that the credit is necessary given recent changes in federal credits and market conditions.

This proposal would divert diesel excise tax revenues away from the roads, bridges, freight corridors, and local streets they are intended to support. The proposal is estimated to reduce diesel excise tax revenues by as much as $165 million per year initially, growing to $300 million annually over time, with potentially even larger impacts depending on credit claims. That means less funding for local streets, roads, and bridges. In our county alone this could lead to a reduction of between $394,000 and $1,418,000 annually, funds which are critically needed to address our existing road and bridge maintenance backlog. This comes at the exact wrong time. California is already facing an estimated $31 billion transportation funding shortfall over the next decade. With roads, highways, bridges, freight corridors, and local streets already facing significant maintenance and safety needs, the state should not further reduce diesel excise tax revenues to subsidize SAF.

It also undermines the voter-approved principle that fuel tax revenues should support transportation purposes. Article XIX of the California Constitution provides that fuel tax revenues are to be used for the research, planning, construction, improvement, maintenance, and operation of public streets and highways, as well as certain public mass transit guideways and related facilities. California should not reduce voter-protected transportation resources to fund a new SAF subsidy.

The proposal is also not adequately focused on California production. As drafted, the credit could provide substantial benefits to out-of-state SAF producers while reducing California's transportation revenues. California should not jeopardize its own roads and safety programs to subsidize production and economic activity elsewhere without clearly showing additional in-state jobs, investment, and measurable benefits.

For these reasons C/CAG urges you to reject the proposed SAF tax credit as part of the budget package. If California considers SAF incentives in the future, they should be narrowly targeted, limited to truly additional in-state production, structured to protect transportation funding, and tied to measurable benefits.

Thank you for this opportunity to comment. Please contact Kaki Cheung, C/CAG Acting Executive Director, at kcheung1@smcgov.org if you have any questions.

Sincerely,

Michael Salazar

Michael Salazar, Chair
City/County Association of Governments of San Mateo County

C/CAG
City/County Association of Governments
of San Mateo County

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County •South San Francisco • Woodside

Office of Management and Budget
725 17th St., NW
Washington, DC 20503

July 8, 2026

RE: Proposed Revisions to Guidance for Federal Financial Assistance

To the Office of Management and Budget,

The City and County Association of Governments (C/CAG) of San Mateo County submits these comments in response to the Office of Management and Budget's proposed revisions to the Guidance for Federal Financial Assistance at 2 CFR Part 200.

C/CAG urges OMB to withdraw or substantially revise this proposed rule.

C/CAG is a joint powers authority representing 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. Federal grant funding represents a significant source of dollars for C/CAG and its represented agencies. In fiscal year 2025 alone, C/CAG and its members received an estimated $166,600,000 in obligated federal grant funding. Non-member special districts and other regional governmental organizations were awarded an additional $138,500,000 to complete work within the county's borders. Non-governmental organizations received even further funding. This money supports a wide range of vital projects and programs, including investments in transportation safety and mobility, resilient infrastructure, housing, public safety, and community resilience.

The proposed changes would make federal grantmaking less predictable, less transparent, and more administratively burdensome for local governments and other grant recipients. When organizations cannot reasonably rely on awarded federal funding remaining available, they must devote additional resources to managing uncertainty, reassessing project commitments, and developing contingency plans. This is particularly challenging for complex, multi-year infrastructure projects that require significant upfront planning, environmental review, procurement, and matching funds. Rather than improving stewardship of federal resources, these changes would increase administrative costs, complicate project delivery, and reduce the effectiveness and efficiency of federal investments in local communities and regional economies.

1. C/CAG and its member agencies (local governments) cannot responsibly plan around grants that can be canceled whenever federal priorities change.

   The proposed rule will undermine the reliability and usability of federal grant funds by giving this administration and every future administration sweeping discretion to screen, deny, delay, or terminate awards based on shifting definitions of the "national interest." The proposed pre-issuance review would require senior agency officials to approve or reject competitive applications after merit review based on broad political judgments rather than statutory criteria, project readiness, or local need. The proposed expansion of termination authority will leave recipients exposed to cancellation at any point in the period of performance, regardless of compliance or progress.

   As Interim Executive Director, I am accountable to the residents of San Mateo County for delivering the projects that Congress authorized federal funds to support. We and our member agencies accept federal awards in reliance on approved scopes of performance and deliverables, award periods, budgets, scopes of work, and terms and conditions. We hire staff, enter contracts, issue subawards, commit matching funds, begin procurement, and launch public projects based on those commitments. If agencies can cancel awards midstream whenever federal priorities change, we and our member agencies cannot responsibly rely on federal grants to plan infrastructure, housing, public safety, workforce, public health, or human services projects. Pass-through recipients also structure partnerships around those awards and will face added risk if they must enforce broad federal policy restrictions against subrecipients whose work may be unrelated to the political criteria later used to question the award.

   OMB's explanation analogizes this authority to termination for convenience in federal procurement. However, in procurement, termination authority exists within a contract framework that recognizes reliance, performance, and settlement principles. The proposed grant rule would import broad unilateral cancellation power into federal assistance while leaving recipients exposed to unrecovered costs, disrupted public services, stranded matching funds, broken subrecipient commitments, and delayed or abandoned local projects. These harms are not speculative, as the current Executive Branch has conducted such unilateral federal award terminations since the beginning of 2025, leading to hundreds of federal court cases challenging such improper actions.

   OMB should limit termination authority to clear, objective grounds, such as statutory ineligibility, noncompliance, lack of performance, or loss of legal authority. OMB should not allow agencies to terminate awarded grants based on post-award changes in agency priorities, political priorities, or broad "national interest" determinations.

2. Federal grant rules should not impose unrelated political tests on local projects.

   Federal grants already include national regulatory and policy requirements through statutes, agency regulations, NOFOs, and award terms. The proposed rule would go further by codifying policy restrictions directly into the government-wide grants framework, converting policy positions that may have little or no connection to a specific grant program into baseline compliance standards across federal grant-making. Without any new statutory authority, these proposed new restrictions on funding activities related to disparate-impact analysis, event services, DEI/DEIA, and "gender ideology" could create uncertainty for local programs that use demographic data, targeted outreach, accessibility planning, university partnerships, public facility policies, or inclusive service models to meet lawful grant goals. Many local governments adopted these practices in good faith under prior federal guidance. OMB should not make lawful, locally needed programs newly risky unless Congress has clearly required that result.

3. Local facility-use disputes should not threaten unrelated federal grants.

   The proposed rule would prohibit public entities that receive federal financial assistance from denying or varying event services based on the viewpoint, content, subject matter, political affiliation, ideology, or religious perspective of speech. Local governments already must comply with First Amendment viewpoint-neutrality requirements, including limits on charging higher security fees based on anticipated hostility to a speaker's viewpoint. The proposed rule would convert alleged facility-use violations into federal grant compliance issues. A dispute over room rental, event staffing, security costs, or public facility access should not threaten unrelated federal awards, especially when the event itself does not use federal funds.

For these reasons, C/CAG urges OMB to withdraw the proposed rule or, at minimum, remove provisions that allow federal agencies to screen, deny, delay, or terminate awards based on broad presidential priorities, undefined "national interest" determinations, or policy tests unrelated to the statutory purposes of the grant. C/CAG also asks OMB to preserve merit-based review, protect recipients' reliance on awarded funds, limit termination authority to clear and objective grounds, and avoid imposing new compliance burdens that will make federal funding harder for local governments, nonprofits, and community partners to use.

Sincerely,

Kaki Cheung

Digitally signed by Kaki Cheung
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Date: 2026.07.08 22:22:13 -07'00'

Kaki Cheung, C/CAG Interim Executive Director

City/County Association of Governments of San Mateo County

The Honorable Alex Padilla United States Senate 112 Hart Senate Office Building, Washington, DC 20510	The Honorable Kevin Mullin United States House of Representatives 1404 Longworth House Office Building, Washington, DC 20515
The Honorable Adam Schiff United States Senate SD-B40B, Dirksen Senate Office Building, Washington, DC 20510	The Honorable Sam Liccardo United States House of Representatives 1117 Longworth House Office Building, Washington, DC 20515

July 8, 2026

RE: Proposed Revisions to Guidance for Federal Financial Assistance

Dear Senators Padilla and Schiff, and Representatives Mullin and Liccardo,

The City and County Association of Governments (C/CAG) of San Mateo County writes to urge you to oppose the Office of Management and Budget's proposed revisions to the Guidance for Federal Financial Assistance at 2 CFR Part 200. If finalized in its current form, the proposed rule would give the Executive Branch sweeping authority to screen, deny, delay, and terminate federal grant awards across all federal agencies based on presidential policy priorities unrelated to the statutory purposes of the grant programs Congress created and funds. Further, the same discretion to screen, deny, or terminate grants based on presidential priorities would be available to every future administration. Protecting merit-based, statute-driven grantmaking is in the long-term interest of communities and Congress, regardless of which party holds the White House.

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. Federal grant funding represents a significant source of dollars for C/CAG and its represented agencies. In fiscal year 2025 alone, C/CAG and its members received an estimated $166,600,000 in obligated federal grant funding. Non-member special districts and other regional governmental organizations were awarded an additional $138,500,000 to complete work within the county’s borders. Non-governmental organizations received even further funding. This money supports a wide range of vital projects and programs, including investments in transportation safety and mobility, resilient infrastructure, housing, public safety, and community resilience.

Sweeping termination authority will make federal grants unreliable and unusable. C/CAG and its partners accept federal awards in reliance on approved scopes of work, award periods, budgets, and terms and conditions so that we can hire staff, enter subcontracts, begin procurement, and launch public projects based on those commitments. If agencies can cancel awards midstream whenever federal priorities change, we will be unable to responsibly rely on federal grants to help us to build infrastructure, enhance public safety, grow a skilled workforce, or provide the public services that our communities depend upon.

Federal grant rules should not impose policy tests unrelated to the statutory purpose of the grant. The proposed rule would codify government-wide policy restrictions that have little or no connection to the purposes of specific grant programs, which creates uncertainty for local programs that use demographic data, targeted outreach, or community-based service models (many of which were adopted in good faith under prior federal guidance) to meet lawful grant goals. Congress should ensure that grant eligibility and compliance standards are grounded in statute, not in the policy priorities of any administration.

Disputes over local facility use should not put unrelated federal grants at risk. The proposed rule would convert alleged violations of viewpoint-neutrality requirements for events on public property into federal grant compliance issues. A dispute over room rental, event staffing, or security costs at a library, park, or civic center could jeopardize unrelated federal awards, even when the event itself does not use federal funds.

We urge you to act now to preserve merit-based, statute-driven federal grantmaking, and ask that you:

- Oppose the Rule: Go on record opposing OMB's proposed revisions and urge OMB to withdraw or substantially revise the rule before finalization.
- Override the Rule Through Appropriations: Include language in the relevant FY2027 appropriations bills directing that grants funded under those accounts be awarded and administered according to statutory program criteria, superseding the OMB framework's pre-award political review and barring termination except on clear, objective grounds such as statutory ineligibility, noncompliance, or lack of performance.
- Reverse the Rule Through the Congressional Review Act: If OMB finalizes the rule, introduce or cosponsor a resolution of disapproval under the Congressional Review Act to nullify it and prevent OMB from reissuing a substantially similar rule without congressional authorization.
- Restore Statutory Limits Through Legislation: Cosponsor legislation that codifies merit-based grant review, limits termination authority to clear and objective grounds such as statutory ineligibility, noncompliance, or lack of performance, and ensures OMB cannot impose government-wide grant conditions that lack a basis in authorizing statute.

We welcome the opportunity to discuss these concerns with you or your staff. Please contact Kaki Cheung, C/CAG Interim Executive Director, at kcheung1@smcgov.org.

Sincerely,

Michael Salazar, Chair
City/County Association of Governments of San Mateo County

Attachment 6

C/CAG
City/County Association of Governments
of San Mateo County

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County •South San Francisco • Woodside

August 14, 2026

California Environmental Protection Agency

RE: COMMENTS ON THE 2026 PRELIMINARY DISADVANTAGED COMMUNITIES DESIGNATIONS

Dear CalEPA staff,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), a joint powers authority that represents all jurisdictions in San Mateo County through its 21-member Board of Directors, we thank you for the opportunity to comment on the 2026 Preliminary Disadvantaged Communities (DAC) Designations.

C/CAG respectfully recommends that CalEPA **establish a fifth, supplemental review pathway to DAC designation** for communities that demonstrate substantial pollution burden and socioeconomic vulnerability but that are not captured by the four proposed designation pathways. C/CAG further recommends this pathway be open to geographic areas presented a scale finer than the census tract level. This pathway could tie to relevant environmental justice analyses developed through the SB 1000 General Plan process, giving meaningful recognition to locally identified communities in State funding decisions. This proposed supplemental pathway is particularly important for high-cost regions such as San Mateo County, where statewide income measures may understate economic hardship, and where single census tracts may contain communities experiencing a range of vulnerability.

We offer the following considerations in support of this recommendation:

1. **Statewide application of a federal poverty threshold may understate hardship in high-cost regions:** As with the prior versions of CalEnviroScreen (CES), the "Socioeconomic Factor – Poverty" indicator, which uses a threshold of 200 percent of the federal poverty level, is not scaled to reflect local or regional differences. In the Bay Area, households may have higher incomes than state averages while still struggling to meet basic needs because of substantially higher costs of living. A supplemental pathway could allow consideration of this local context.

2. **Census-tract level analysis may mask concentrated disadvantage:** Lower-income populations may live within census tracts that also contain substantial numbers of higher-income households. Finer scale data can help identify communities facing

economic hardship and environmental burdens that are obscured by tract-level averages.

3. **A supplemental pathway would be consistent with CalEPA's proposed approach:** CalEPA's currently proposed DAC designation pathways already recognize criteria beyond current CES 5.0 scoring by including carry-over of census tracts from the 2022 DAC designation and Tribal Lands. A supplemental pathway would similarly recognize that CES scoring alone may not capture every dimension of community vulnerability.

4. **Existing SB 1000 environmental justice planning can provide useful local evidence:** Jurisdictions may already have General Plan analyses that is grounded in State planning guidance, which identifies communities experiencing environmental injustice using finer-scale data, local socioeconomic information, additional hazard and vulnerability indicators, and community input. CalEPA could consider this existing work as supporting evidence through a supplemental pathway.

Because DAC designation is used to determine eligibility for and/or prioritize access to State funding, it is important that the designation methodology account for communities experiencing substantial disadvantage that may not be fully captured by a statewide screening tool. A supplemental pathway would provide that flexibility while complementing CalEPA's existing designation framework.

Thank you for the opportunity to share our comments. We appreciate your work and commitment to community engagement. If you have any questions, please contact the C/CAG Interim Executive Director Kaki Cheung at kcheung1@smcgov.org.

Sincerely,

Kaki Cheung

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Date: 2026.08.14 16:49:00 -07'00'

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

August 24, 2026

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

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

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

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

Re: Protect California's Investments in Jobs, Transit, and Housing

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

On behalf of the undersigned organizations, we are writing to urge the Legislature to protect California's investments in jobs, transit and affordable housing as you finalize the remaining fiscal year (FY) 2026-27 budget package. Specifically, we respectfully request you fulfill outstanding SB 125 multi-year transit funding commitments that are vital to the delivery of generational capital improvement projects and identify solutions to sustain critical investments in the Transit and Intercity Rail Capital Program (TIRCP), Low Carbon Transit Operations Program (LCTOP), Affordable Housing and Sustainable Communities (AHSC) and California High-Speed Rail at the levels targeted in SB 840 (Limón).

Transit Drives the Bay Area's Economy

The Bay Area's $1.5 trillion economy depends on a well-functioning transit system. While transit ridership remains below pre-pandemic levels, approximately 1 million trips are still taken each day. Reliable transit expands access to jobs, connects employers with workers and helps businesses attract and retain talent. Even a small shift in trips can have outsized impacts: research shows that just 3 to 5 percent fewer vehicles on the road can cut traffic delays by up to 70 percent. This means if a small portion of transit riders stop riding and drive instead, congestion will not just worsen – it could overwhelm the region's roadways.

Transit is also a major economic engine in its own right. Bay Area transit agencies employ roughly 15,000 workers in well-paying jobs and support tens of thousands more through capital construction, vehicle procurement, maintenance and related industries. For example, just four major Bay Area capital projects relying on existing and future TIRCP funding – BART Transbay Core Capacity Project, BART to Silicon Valley Phase II, The Portal (also known as the Downtown Extension), and Valley Link – are expected to create 200,000 jobs and leverage nearly $10 billion in federal investment.

Transit Advances California's Housing, Affordability, and Climate Goals

Transit-oriented development underpins California's housing, climate, and affordability goals. Plan Bay Area 2050+, the Bay Area's long-range plan, identifies transit as the backbone of sustainable growth and anticipates approximately 1.1 million homes within one-half mile of rail by 2050, including approximately 550,000 deed-restricted affordable homes.

Transit also helps lower household transportation costs by providing an affordable alternative to car ownership, while expanding access to jobs, education, and daily transportation needs. At the same time, transit investments advance California's climate and air quality goals by reducing reliance on single-occupancy vehicles. The Bay Area's transit system currently reduces greenhouse gas (GHG) emissions by 640,000 tons annually, improving public health and air quality for our residents.

Transit Recovery is Gaining Momentum and Needs a Strong State Partner

Bay Area transit agencies have made meaningful progress in rebuilding ridership since the pandemic, with transit rides growing to an average of 1 million per day in 2026 to date and total ridership recovery at almost 75% compared to 2019. During the six FIFA World Cup matches hosted in the Bay Area, an average of 38,000 attendees traveled to each game via transit with coordinated wayfinding, communications and service by BART, Caltrain, and VTA. This success demonstrates transit's unique ability to not only provide daily travel and commuting but to also serve large-scale events that help boost the state's economy.

Bay Area voters are also continuing to step up. In June 2026, Sonoma and Marin County voters passed Measure B, a 30-year quarter-cent sales tax extension for the Sonoma-Marin Rail Transit (SMART) system. Additional transportation funding measures are moving through the process for potential placement on the November 2026 ballots via citizen initiative in Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties and could generate billions of dollars more for public transit. Local revenues are an important part of the funding solution but are no substitute for a strong state partner.

GGRF Invests in Transportation Infrastructure and Affordable Housing
California High Speed Rail (HSR) is a generational infrastructure project that will eventually connect the San Francisco Bay Area to Los Angeles. TIRCP and SB 125 are important fund sources for transit capital investments, which create jobs and support generational mobility improvements. Approximately 30 Bay Area transit projects have been awarded almost $3.4 billion in TIRCP funding over the past 10 years. As of March 2026, 22 projects are awaiting a combined $1.5 billion in allocations. The Bay Area is further counting on $252 million in remaining appropriations from the 2023 SB 125 budget deal to fulfill BART to Silicon Valley Phase II and BART Transbay Core Capacity funding plan commitments.

Many of these projects are already underway. Fully appropriating the remaining SB 125 funding this year, funding HSR, and maximizing ongoing state appropriations for TIRCP can ensure these construction projects stay on track, averting unnecessary cost increases and layoffs from needing to halt construction.

State Funding Keeps Transit Reliable, Affordable, and Sustainable
LCTOP provides funding to maintain reliable transit service, provide discounted transit passes, and advance new operating initiatives, including zero-emission bus deployment. LCTOP is especially important to small transit operators across the region because the funds can be flexibly used between operations or capital projects depending on the agency's needs and priorities. Recently, LCTOP funds have been used by small operators to provide new and expanded service, fare subsidies for free and reduced rides, and construct new bus facilities.

FY 2026-27 Budget Recommendation
We respectfully request the Legislature include the following priorities in your August budget action.

- Fully fund the outstanding $690 million in SB 125 commitments.
- Fund Tier 3 programs including, AHSC, TIRCP, and LCTOP as close as possible to the SB 840 statutory targets.
- Allocate $1 billion for California High Speed Rail from the GGRF, consistent with SB 840.

The legislature could address these priorities through a combination of General Fund, GGRF and/or policy solutions.

We recognize that the Legislature faces many competing priorities as it finalizes the FY 2026-27 State Budget. Investments in transit and affordable housing will deliver significant returns by improving affordability, expanding access to opportunity, preserving good-paying jobs, advancing the State's climate and housing goals and leveraging billions of dollars in federal funds.

Thank you for your consideration.

Sincerely,

Josh Arce
Executive Director, California Alliance for Jobs

Libby Schaaf
President & CEO, Bay Area Council

Rosanne Foust
President & CEO, SAMCEDA

Rodney Fong
President & CEO, San Francisco Chamber of Commerce

Joanne Webster
CEO, North Bay Leadership Council

Wade Rose
Advance SF

Andrew B. Fremier
Executive Director, Metropolitan Transportation Commission

Robert M. Powers
General Manager, BART

Carolyn M. Gonot
General Manager/CEO, Santa Clara Valley Transportation Authority

Julie Kirschbaum
Director of Transportation, San Francisco Municipal Transportation Agency

Michelle Bouchard
Executive Director, Caltrain

April Chan
General Manager/CEO, San Mateo County Transit District

Stephen Baiter
Executive Director, East Bay Economic Development Alliance

Seamus Murphy
Executive Director, SF Bay Ferry

Bill Churchill
General Manager, County Connection

Rob Thompson
General Manager, WestCAT

Beth Kranda
Executive Director, SolTrans

Christy Wegener
Executive Director, LAVTA

Adam Van de Water
Executive Director, Transbay Joint Powers Authority

Emily Betts
Transit Systems Manager, Sonoma County Transit

Tilly Chang
Executive Director, San Francisco County Transportation Authority

Salvador Llamas
General Manager/CEO, AC Transit

Denis Mulligan
General Manager, Golden Gate Bridge, Highway, and Transportation District

Rashidi Barnes
Chief Executive Officer, Tri Delta Transit

James R. Cameron
Executive Director, SCTCA

Eddy Cumins
General Manager, SMART

Robert Betts
General Manager, Marin Transit

Steve Adams
Transit Manager, City of Union City

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