

STAFF REPORT



MEETING DATE:	April 30, 2026
SUBJECT:	Receive a Legislative Update and Consider Taking Positions on Specific Legislation
AGENDA ITEM:	13
STAFF CONTACT:	Sean Tiedgen, AICP, Executive Director

SUMMARY:

Staff monitor proposed state legislation each year to determine if proposed bills will help or hinder advancing the transportation goals of the region. Staff identified proposed bills of interest, presented them for discussion with SRTA's Fiscal & Policy Committee, and recommends that the board of directors' take specific positions on several bills and direct staff to take necessary actions in support of those positions during California's 2026 legislative year. Staff continue to track efforts for the next federal surface transportation reauthorization; however, no draft language has been prepared, and congressional House and Senate committees continue to delay any action. The existing federal transportation bill, Infrastructure Investment and Jobs Act (IIJA), ends September 30, 2026.

STAFF RECOMMENDATION:

It is recommended that the board of directors receive a legislative update and consider taking the following positions on specific legislation:

1. Authorize the Chair to sign letters of support for Assembly Concurrent Resolution 162 (Gallagher); Assembly Bill (AB) 2679 (Hadwick); and Senate Bill (SB) 1087 (Cabaldon);
2. Authorize the Chair to sign a letter of "oppose unless amended" on SB 1423 (Stern); and
3. Authorize the executive director to take any other necessary action in support of the above recommendations and report back to the board of directors as applicable.

BACKGROUND:

California is in the second year of the two-year 2025-2026 legislative cycle. New bills for the year were due February 20, 2026, in order to be considered. However, state law allows state assemblymembers or senators to introduce "gut and amend" bills that may require prompt action by SRTA. The Executive Director and staff have been tracking bills that could impact advancing the transportation goals of the region or impact the agency in general. Staff identified three bills for a 'support' position and one for an 'oppose' position for consideration.

1. **Assembly Concurrent Resolution 162 (ACR 162) (Gallagher) – Congressman Doug LaMalfa Memorial Highway.** This measure proposes designating a portion of State Route 99 in Butte County as the Congressman Doug LaMalfa Memorial Highway and direct Caltrans to determine costs for signage, receive donations to cover costs, and install signage when fully funded.

Staff evaluation: Congressman LaMalfa served the North State, including Shasta County, starting in 2002 as both a state assembly member and state senator before serving as congressman for California's First Congressional District from 2013 until 2026. He was a strong advocate for the North State supporting many projects, including most recently securing federal funding for the Fix 5 Cascade Gateway project. ***Recommended action: Support.***

2. **Assembly Bill (SB) 2679 (Hadwick) – Road Maintenance and Rehabilitation Account: funding apportionment: cities.** This bill proposes to modify Section 2032 of the Streets and Highways code to require the State Controller to allocate a minimum of \$200,000 to each city annually from the Road Maintenance and Rehabilitation Account, starting in FY 2027-2028.

Staff evaluation: This change guarantees a minimum in formula funds for streets and roads needs to every city, regardless of size. Our small cities are most heavily impacted by annual changes in available funds based on fuel tax revenues. This bill would ensure a more equitable allocation of funds and provide a consistent amount for our smallest cities to budget funds to address their community's transportation needs. ***Recommended action: Support.***

3. **SB 1423 (Stern) – Transportation funding: State Transportation Improvement Program: Active Transportation Program.** This bill proposes several changes to statewide programs including:

- Requiring at least 50% of all State Transportation Improvement Program (STIP) funds be programmed for “safe streets projects” that are located in “transit-oriented development zones” that lack pedestrian safety and mobility access.
- Rename the state's Active Transportation Program (ATP) to the “Safe Streets Program,” require the program to include selection criteria related to transit-oriented development zones, and removes requirement to provide detailed engineering drawings with an initial application for funds while instead requiring engineering drawings at a later point for a final application.

Staff evaluation: This bill provides a “mixed bag” approach to revising state programs, with the following impacts identified by program (***Recommended action: Oppose unless amended:***):

- ***Active Transportation Program*** – The ATP is a biennial program of projects to support increasing safety and mobility for non-motorized users, increase the number of trips accomplished by walking and biking, enhance public health, and other state, regional, and local goals. Staff has no opinion on the program name change. However, the proposed change to not require detailed engineering drawings with the initial project application, but at a later date if projects are selected for funding, provides an economical approach to allowing cities and counties the flexibility to provide projects that are context sensitive while not unnecessarily spending funds upfront on projects not selected.
- ***State Transportation Improvement Program*** – The STIP is a biennial program of capital projects that improve transportation facilities including state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separation projects, sound walls, transportation technologies, intermodal facilities, and safety. This program provides flexibility for MPOs and RTPAs to work with Caltrans Districts, local agencies, and regional partners on projects that address regional transportation needs. For many regional agencies, including SRTA, it is one of the only flexible capital funding programs provided to address regional needs. For bike and pedestrian facilities, the STIP already allows regions to fund projects that are context sensitive to regional or local needs as long as they meet federal State Highway Account eligibility criteria.

As proposed, this bill severely restricts the ability for MPOs, RTPAs, and Caltrans to address regional transportation needs with STIP funds. The proposed “transit-oriented development zones” definition ties to a 2025 housing bill (SB 79) that narrowly applies to only the most urban areas of California. This would restrict MPOs and RTPAs in rural and small-urban regions from being able to program 50% of each STIP allocation, requiring regions to wait additional STIP cycles to fund a project or project phase, and hinder the ability to partner with Caltrans. It would delay addressing safety needs, operational improvements, or the rehabilitation or replacement of key infrastructure and may result in projects costing more due to these delays.

4. SB 1087 (Cabaldon) – Transportation planning: sustainable communities strategies: transportation funding programs. This bill proposes reforms to SB 375 (the Sustainable Communities and Climate Protection Act) as well as other statewide activities to better align statewide and regional planning efforts. A summary of changes is provided below:

- Changes the requirement for the sustainable communities strategy (SCS) portion of the regional transportation plan (RTP) from being updated every four years to every eight years, starting with the first or second RTP prepared after January 1, 2027. This schedule is to be set by the applicable MPO.
- Requires a new SCS implementation report to be prepared every other RTP cycle.
- Changes the greenhouse gas emissions (GHG) target from being focused on passenger/light-duty vehicles to being all on-road transportation vehicles. Requires the Air Resources Board (ARB) to prepare an updated GHG reduction target for 2025 for MPO regions; requires the new target to reflect the combined effect of policies, regulations, and investments to improve fleet efficiency and be based on what is achievable for the region.
- Requires more transparency by ARB in setting and updating targets, including: an oversight Regional Targets Advisory Committee to review ARB’s factors and methodologies; requires ARB to provide all assumptions for public review and comment at least 60 days before draft regional GHG targets are prepared and released; requires ARB to conduct public workshops within each MPO region; and eliminates ARB’s ability to update targets every four years (instead they update every eight years in alignment with the updated SCS process).
- Transfers the development of guidelines and the review of a region’s SCS technical methodology from ARB to the California Transportation Commission (CTC); Requires the CTC to consult with ARB regarding the development of the guidelines; requires the CTC to review the ability of a region’s final RTP/SCS to achieve the region’s GHG reduction target within 60 days, otherwise the RTP/SCS is determined “approved and complete.”
- Provides for the development of the RTP/SCS to be exempt from CEQA if the agency conducts “enhanced public outreach” as defined in the statute.
- Requires the CTC and Caltrans to consult with MPOs and regional transportation planning agencies in development of the State Highway Operations and Protection Program (SHOPP) where “regionally significant projects” are proposed for funding, to ensure the timing, phasing, and scope of projects included in the RTP/SCS are aligned.
- Changes project eligibility requirements under the Solutions for Congested Corridors Program by removing the requirement for projects to be part of a comprehensive

multimodal corridor plan and requiring CTC to consult MPOs or RTPAs on if a proposed project is consistent with the RTP/SCS.

Staff evaluation: Overall, the proposed changes better reflect the reality of the time it takes to plan, fund, and build regional projects and see the benefits of those projects; removes very tedious RTP/SCS review processes by ARB while requiring greater oversight and transparency by ARB; provides a clear timeframe for state review of an agency's RTP/SCS; allows the regional targets to reflect all on-road transportation vehicles and allows regions to take credit for various strategies; provides a way for the RTP/SCS to be exempt from CEQA; and provides for greater alignment between state and regional priorities in the planning, programming, and funding of transportation improvements. ***Recommended action: Support.***

ALTERNATIVES:

The board of directors may take different stances on the items presented today. The board of directors may direct the executive director to submit letters on bills based on the board's position without waiting until the June meeting or could direct the executive director to work with the Chair or Fiscal & Policy Committee on submitting letters, if needed, and report back to the board in June.

FISCAL AND POLICY COMMITTEE:

Staff discussed the proposed bills with the Fiscal & Policy Committee on April 20, 2026.

OTHER AGENCY INVOLVEMENT:

Staff participated in statewide meetings, provided input to legislative staff, and held discussions with CalCOG member regional agencies and local agencies regarding the proposed bills. *Staff provided updates to the Technical Advisory Committee (TAC) on April 15, 2026, and to discuss the matter.*

FISCAL IMPACT:

There is no direct fiscal impact related to this item.

Sean Tiedgen, AICP, Executive Director

Attachments: *[Attachments not available at TAC]*

- A. Letter of Support – ACR 162
- B. Letter of Support – AB 2679
- C. Letter of “Oppose Unless Amended” – SB 1423
- D. Letter of Support – SB 1087