TAMC Bill Matrix – June 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 954 (Bennett) **Interregional transportation strategic plan: bicycle highways**	8/29/25 Senate Inactive File	As drafted, this bill would require Caltrans to the extent feasible and consistent with the California Transportation Plan, to assess incorporating bicycle highways into strategic interregional corridors within the Interregional Transportation Strategic Plan (ITSP). Since this bill is in the second house, it can be taken up for this purpose or be amended for another purpose, until August 21.	**Watch** **Priority 14S**
AB 1421 (Wilson) **Vehicles: Road Usage Charge Technical Advisory Committee**	1/29/26 Senate Rules	This is a spot bill for a possible gas tax successor source solution. The bill was amended on January 5 to require the California Transportation Commission (CTC), in consultation with the California State Transportation Agency (CalSTA), to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill requires the CTC to submit a report on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by January 1, 2027.	**Watch** **Priority 1S**

TAMC Bill Matrix – June 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 1548 (Pellerin) **Conservation: the Monterey Bay Area Stewardship Authority**	6/1/26 Senate Rules	As amended on April 15, this bill establishes the Monterey Bay Area Stewardship Authority, a regional entity representing the Monterey Bay region. The bill provides that the purpose of the authority is to raise and allocate public and private funds for restoring, enhancing, protecting, engaging in long term stewardship, and improving access for the enjoyment of natural and working lands in the Counties of Monterey, San Benito, and Santa Cruz. The bill establishes a 9-member governing board to govern the authority that consists of county board of supervisors, city officials, and public members of these counties. The bill authorizes the authority to levy a benefit assessment, special tax, or property related fee, apply for and receive grants from federal and state agencies, solicit and accept gifts, fees, grants, and allocations from public and private entities, issue revenue bonds, incur general bond indebtedness, and enter into joint powers agreements.	**Watch** **Priority 17S**
AB 1557 (Papan) **Vehicles: electric bikes**	5/14/26 Dead	As amended on April 16, this bill strengthens the language regarding the maximum power of the motor on an electric bicycle (750 watts) and provides an exception that cargo bikes may be equipped with an electric motor with a maximum continuously rated power of 750 watts. The bill reduces the speed at which motors cease providing assistance (from 20 to 16 mph) for an electric bicycle to meet the definition of a class 1 or class 2 electric bicycle. The bill would prohibit a person under 16 years of age from operating an electric bicycle with a motor capable of exceeding 250 watts of continuous power.	**Watch** **Priority 5S**

TAMC Bill Matrix – June 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 1745 (Jeff Gonzalez) **Motor Vehicle Fuel Tax Law: suspension of tax**	2/23/26 Dead	This bill suspends the imposition of the tax on motor vehicle fuels for one year. The bill requires that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer be passed on to the end consumer and makes the violation of this requirement an unfair business practice, in violation of unfair competition laws. TAMC staff recommends opposing this bill since transportation funding relies heavily on gas tax revenue to fund local streets and roads, state highway maintenance, and multi-modal investments in each county. Public transportation is highly dependent on diesel sales tax. A suspension of motor vehicle fuel taxes would delay making our roads safer, less congested, reduce mobility options, and hinder our response to meet climate goals.	**OPPOSE** **Priority 1S** **Letter sent 4/6/26**
AB 1783 (DeMaio) **Vehicle miles traveled: local tax and state fund prohibition**	4/15/26 Dead	This bill prohibits a city, county, or any political subdivision thereof from imposing a tax, fee, assessment, or charge, that is calculated, in whole or in part, based on the number of miles traveled by a motor vehicle. It would not prohibit the collection of tolls. The bill provides that any existing program, pilot program, regulation, or administrative action inconsistent with this prohibition is void and unenforceable. As amended on March 19, this bill prohibits a state agency from expending funds for the study, planning, testing, design, implementation, administration, or evaluation of a tax, fee, assessment, or charge based on vehicle miles traveled.	**OPPOSE** **Priority 6S**
AB 1837 (Mark Gonzalez) **Video imaging of parking violations**	6/3/26 Senate Transportation	Existing law allows a public transit operator to install automated forward facing parking control devices on city-owned or district-owned public transit vehicles to enforce parking violations in transit-only traffic lanes and at transit stops. As amended on April 23, this bill extends these provisions until January 1, 2034. MST supports this bill.	**SUPPORT** **Priority 17S** **Letter sent 5/12/26**

TAMC Bill Matrix – June 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 1855 (Jeff Gonzalez) **California Environmental Quality Act: exemption: passenger rail service**	4/23/26 Dead	This bill eliminates the condition for a California Environmental Quality Act (CEQA) exemption that a passenger rail project be exclusively used by zero-emission trains or certified Tier 4 or cleaner rolling stock or locomotives, thereby expanding the scope of the exemption. For purposes of the exemption, the bill requires that the mainline rail of the project, instead of the whole project, be located entirely within an existing right-of-way or existing highway right-of-way.	**Watch** **Priority 11S**
AB 1942 (Bauer-Kahan) **Electric bicycles: registration and special license plates**	5/14/26 Dead	This bill requires class 2 and class 3 electric bicycles to be registered with the Department of Motor Vehicles (DMV) and to display a special license plate issued by the department.	**Watch** **Priority 5S**
AB 1944 (Lee) **Zero-emission transit buses: axle weight**	6/6/26 Senate Transportation	This bill extends the solicitation issuance dates by which certain axle weight limits apply to zero-emission buses purchased by public transit agencies. This bill is intended to support transit agencies' compliance with the California Air Resources Board's Innovative Clean Transit regulations and is supported by MST.	**SUPPORT** **Priority 13S** **Letter sent 5/8/26**
AB 1976 (Wicks) **Streets and highways: pedestrian and bicycle facilities**	6/1/26 Senate Rules	This bill prohibits a city or county from holding a community input meeting to ~~gather input on~~ reconsider, delay, or prevent implementation of a proposed pedestrian or bicycle safety project ~~after the~~ if that project is included in a plan that will be implemented as a part of its general plan. The bill prohibits a city or county from terminating a pedestrian or bicycle safety project after a contract is awarded or staff directed to begin construction, unless the jurisdiction makes at least one finding at a public meeting.	**Watch** **Priority 9S**

TAMC Bill Matrix – June 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 2059 (Wilson) **California Environmental Quality Act: transportation impacts: vehicle miles traveled: mitigation**	5/27/26 Senate Environmental Quality	As amended on April 22, this bill would specify that a transportation project is presumed to have a less than significant transportation impact as determined by the vehicle-miles-traveled metric if at least 80% of the project lies within one or more nonmetropolitan counties.	**Watch** **Priority 11S**
AB 2168 (Wicks) **Active Transportation Program: guidelines**	6/1/26 Senate Rules	As amended on April 13, this bill requires the CTC to include in its Active Transportation Program (ATP) guidelines project selection criteria recommendations to maximize the commitments of State Transportation Improvement Program (STIP) funds to projects funded in the ATP to scale funding for larger or network-level active transportation improvements. In implementation, this could disadvantage ATP project applications from Monterey because 100% of TAMC's 2026 STIP capacity was programmed to priority rail and highway projects. The bill requires the ATP guidelines include scoring penalties for applicants that failed to use previously programmed funds in a timely manner, while considering factors that are outside an agency's control. The bill requires, rather than making it optional, that the guidelines include incentives to maximize the potential for attracting other funds to eligible projects. This would likely provide an advantage for the largest agencies with the greatest access to funding. The bill expands upon the references to transit in the ATP goals, project eligibility, and criteria, but in a manner that will likely have limited impact on the program. The May 18 amendments to make these provisions active as of January 1, 2028, do not remove TAMC's concerns.	**SUPPORT if amended** **Priority 1S** **Letter sent 5/12/26**

TAMC Bill Matrix – June 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 2184 (Wilson) **Cap-and-Invest Program: nature-based climate solutions: funding**	5/14/26 Dead	This bill appropriates up to $250 million from the Greenhouse Gas Reduction Fund (GGRF) in the annual Budget Act each fiscal year from the 2027–2028 to the 2045–46 fiscal year, inclusive, to achieve nature-based climate solutions on natural, working, and urban lands, including $150 million to be allocated to the Natural Resources Agency to fund nature-based climate solutions, and the remaining amount to be allocated for nature-based climate solutions at the discretion of the Legislature. The bill appropriates $150,000,000 from the GGRF from 2027-28 to 2045-46 to the Department of Food and Agriculture to fund sustainable agricultural practices and nature-based climate solutions.	**SUPPORT if amended** **Priority 1S**
AB 2284 (Dixon) **Electric bikes: Attorney General list**	4/23/26 Dead	This bill requires the Attorney General, in partnership with biking nonprofit groups, to compile a list of electric two-wheeled devices that do not comply with the definition of any single class of electric bicycles and that are commonly perceived as electric bicycles. The bill requires the department to make the list available on its internet website and to update the list and internet website, when necessary.	**Watch** **Priority 5S**

TAMC Bill Matrix – June 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 2346 (Wilson) **Vehicles: electric bicycles and speed limits**	5/27/26 Senate Rules	As amended on March 26, this bill authorizes a local authority to set a speed limit on a bicycle path of 15 or 20 mph, or on a multiuse trail, of 10,15, or 20 mph, and require the authority place speed limit signs that indicate the limits of the restricted zone. The bill establishes the prima facie speed limit for a sidewalk of 10 mph and prohibits a person under 16 years of age from riding an electric bicycle faster than 15 mph on a highway or bicycle path. This bill requires all class 1 and class 2 electric bicycles to be equipped with a speedometer. The bill requires all electric bicycles to be equipped with a front lamp and a rear lamp. The bill requires manufacturers and distributors of electric bicycles to include a written description of California's electric bicycle laws with the bicycle's packaging.	**Watch** **Priority 5S**
AB 2376 (Lackey) **Vehicles: automated enforcement systems**	4/23/26 Dead	Existing law, until January 1, 2030, authorizes a local agency to install forward-facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of taking photographs of parking violations in bicycle lanes. This bill extends this sunset date to January 1, 2033, and expands violations for which image data may be used and, in some instances, allow image data to be used to charge parking fees.	**Watch** **Priority 9S**

TAMC Bill Matrix – June 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
AB 2560 (Schultz) **Climate Action Plan for Transportation Infrastructure: goals**	5/27/26 Senate Rules	As amended on April 15, this bill establishes the Climate Action Plan for Transportation Infrastructure (CAPTI) guiding principles in statute and states that those goals are consistent with state law. Notably, the bill does not include the preface found in CAPTI that, within the state's "fix-it-first" approach and through existing funding frameworks, the state's transportation infrastructure investments should be deployed to achieve the goals, where feasible. The bill amends stated the goals of promoting projects that do not significantly increase passenger vehicle miles traveled (VMT) to recognize that highway expansion projects serve different purposes and, as a result, assessing the impact of each project will vary based on context and project-specific analysis. The purpose of CAPTI is to reduce greenhouse gas (GHG) emissions and VMT through limiting capacity projects on the state highway system, discouraging the use of single-occupant, gas-powered vehicles, while encouraging mode shift through accelerated investments into public transportation, bicycle and pedestrian programs, and electric vehicle infrastructure. Implementation of this bill could result in denying access to billions of dollars in state funds for projects in rural parts of California. This bill would undermine TAMC's ability to be a funding partner on the state highway system and compromise TAMC's ability to response to safety and goods movement deficiencies in the state highway system. Staff recommends opposing this bill due to concerns about omission of the CAPTI statement about 'fix-it-first' and 'where feasible' and due to the statement that CAPTI is consistent with state law.	**OPPOSE** **Priority 1S**
AB 2722 (Ellis): Motor Vehicle Fuel Tax Law: suspension of tax	3/26/26 Dead	This bill suspends the gas tax for one year and transfers from the General Fund to the Motor Vehicle Fuel Account an amount equal to the gas tax collected in fiscal year 2023-24, adjusted for inflation.	**OPPOSE** **Priority 1S**

TAMC Bill Matrix – June 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 667 (Archuleta) **Railroads: safety: wayside detectors**	6/3/26 Assembly Utilities & Energy and Transportation	As amended on June 3, this bill requires the California Public Utilities Commission (CPUC) review the list of hazardous railroad sites in its annual report to the Legislature, include an evaluation of each site on the list, and determine whether changes in conditions, operations, or safety data warrant the removal, modification, or addition of any site. These amendments remove TAMC staff concerns. ~~This bill requires a railroad to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train. By mandating comprehensive detection coverage and communication protocols, it attempts to enhance California's ability to detect potential equipment failures before they result in catastrophic incidents. The bill caps train speed based on whether they fit into one of three classes. While this bill is intended to enhance safety, it may have an adverse impact on freight operations and, ultimately, scheduling slots for passenger rail service and ridership. While safety should be the highest priority, positive train control is being installed along the Central Coast. TAMC staff is recommending an oppose position because this bill is an unfunded mandate whereby the host railroad would pass the cost of this detection system on to TAMC at a time when transit agencies statewide are struggling to maintain existing service, or it would defer the installation and require slow train speeds that would delay passenger trains.~~	**Watch** ~~**OPPOSE**~~ **Priority 8S** **Letter sent 6/1/26**
SB 741 (Blakespear) **Coastal resources: coastal development permit: exemption: LOSSAN Rail Corridor**	7/3/25 Dead	Existing law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways. This bill exempts the need to have a coastal permit for specific emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor.	**Watch** **Priority 11S**

TAMC Bill Matrix – June 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 922 (Laird) **Vehicles: local agency charges: use of streets or highways**	5/26/26 Assembly Local Government	Existing law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for an extralegal load unless the local agency had imposed the fee prior to June 1, 1989. As amended on March 11, this bill limits this prohibition to charges based on weight. The bill states that a fee, charge, or surcharge imposed by or for a local agency to recover the cost of street maintenance and repair and other costs associated with the use of its streets, roads, or highways to provide public services or public works is not a tax, permit fee, or other charge that is prohibited by the provision above.	**Watch** **Priority 1S**
SB 1035 (Strickland) **Motor vehicle fuel tax: greenhouse gas reduction programs: suspension**	3/18/26 Dead	This bill suspends the Low Carbon Fuel Standard regulations for one year. The bill exempts suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.	**Watch** **Priority 1S**

SB 1087 (Cabaldon) **Transportation planning: sustainable communities strategies: transportation funding programs**	6/4/26 Assembly Transportation	This bill requires every second Regional Transportation Plan (RTP) (providing eight years rather than the current four) include a Sustainable Communities Strategy (SCS) prepared by a Metropolitan Planning Organization. As amended on April 9, the bill requires a public process for the targets set by the Air Resources Board (ARB). The bill requires the target be based on what is achievable for a region, based on existing conditions, financial constraints, and exogenous factors, including existing resources, the built environment, and access to modes of travel outside of single-occupant passenger vehicles. Existing law requires that SCS set forth a forecasted development pattern, which, when integrated with transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks. This bill expands this requirement from automobiles and light trucks to "all on-road transportation sectors." The bill states that CEQA does not apply to RTPs, SCS's, and alternative planning strategies. Existing law requires projects in the CTC's Trade Corridors Enhancement Program and Solutions for Congested Corridors Program (SCCP) be in an approved SCS. This bill allows the funding of a project in an alternative planning strategy if the project will reduce GHG emissions. For the SCCP, this bill eliminates the requirement for projects to be a part of a comprehensive corridor plan. TAMC staff recommends a "support if amended" position. This bill has many provisions that would streamline project implementation, including the exemption of the RTP and SCS from programmatic CEQA review, which would reduce costs and streamline duplicative analysis while focusing robust environmental review at the project level, where impacts can be more precisely evaluated and mitigated. However, the bill could be amended to recognize and accommodate the differences in population density and growth patterns in more rural areas that make many GHG reduction strategies less effective than they are in larger metropolitan areas. For this reason, a goal-based approach, rather than a rigid target, is more appropriate for smaller regions. This would allow continued progress on emissions reduction while balancing other critical priorities such as housing, economic vitality, and maintaining essential transportation connections.	**SUPPORT IF AMENDED** **Priority 11S** **Letter sent 5/8/26**

TAMC Bill Matrix – June 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 1136 (Blakespear) **Intercity rail and commuter rail: special events service plans: fare system integration**	5/14/26 Dead	This bill requires a regional operator operating within an intercity rail corridor to ensure that its fare systems are fully integrated within the fare system of the intercity rail operator, and any other regional rail operator operating in the intercity rail corridor. The bill contains specific requirements for an interagency rail operator's annual business plan, including, among other requirements, proposed service enhancements to increase ridership, funding requirements, an action plan with specific goals and objectives, and a special events service plan.	**Watch** **Priority 1S**
SB 1167 (Blakespear) **Vehicles: electric bicycles**	6/8/26 Assembly Transportation	This bill amends 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. California Bicycle Coalition (CalBIKE) recommends a "support" position on this bill as it protects access to safe, legal e-bikes. Staff will request input from the Bicycle and Pedestrian Facilities Advisory Committee (BPC).	**Watch** **Priority 5S**
SB 1324 (Blakespear) **Passenger and freight rail: LOSSAN Rail Corridor: working group report**	5/11/26 Assembly Transportation	Existing law requires the Secretary for Transportation to convene a Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor work group and to submit a report to the legislature with recommendations to improve connectivity with other passenger rail service, to improve existing service and ridership, to achieve zero-emission intercity service, and strategies to support coastal hazard resiliency. This bill delays when the report is required to be submitted to the legislature from February 1, 2026 to February 1, 2027.	**Watch** **Priority 11S**

TAMC Bill Matrix – June 2026			
Measure	**Status**	**Bill Summary**	**Recommended Position**
SB 1411 (Stern) **Greenhouse Gas Reduction Fund: funding conditions: high-speed rail**	5/14/26 Dead	Existing law authorizes the High-Speed Rail Authority to enter into new funding commitments outside of the Merced to Bakersfield segment for additional activities, not to cumulatively exceed $500,000,000, that maximize the efficiency of delivering the project. This bill authorizes the authority to enter into new funding commitments with the above-described moneys outside of the Merced to Bakersfield segment in any amount for additional activities that maximize the efficiency of delivering the project and do not delay the completion of that segment.	**Watch** **Priority 8S**
SB 1423 (Stern) **Active Transportation Program: report**	6/4/26 Assembly Transportation	As amended on April 23, this bill requires the CTC to conduct a study on opportunities to improve equity, accessibility, cost-effectiveness, and the ease of application for prospective applicants for the Active Transportation Program.	**Watch** **Priority 1S**