

MCTC Bill Matrix – February 2026

Measure	Status	Bill Summary	Recommended Position
AB 939 (Schultz) The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026	3/10/25 Assembly Transportation Two-year bill	This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20 billion pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.	<p align="center">Watch</p>
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, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the CTC to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027.	<p align="center">Watch</p>
AB 1599 (Ahrens) California Transit Stop Registry	2/2/26 Assembly Transportation	This bill would require Caltrans to create, on or before December 31, 2026, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop’s name, location, available amenities, and unique identifier, as specified.	<p align="center">Watch</p>

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AB 1608 (Wilson) Office of the Inspector General, High-Speed Rail	2/17/26 Assembly Transportation	This bill would require the Inspector General, upon completion of an audit or review of the high-speed rail project, to publish a complete report on its internet website, provide notification of the published report to the Governor and the High-Speed Rail Authority, and submit a copy of the report to the Legislature. The bill would prohibit the Inspector General from making that report publicly available if it determines that the report would describe or otherwise reveal weaknesses that could be exploited by individuals attempting to harm the interests of the state or inappropriately benefit from the project. If the Inspector General makes that determination, the bill would require the Inspector General to deliver a confidential report to state officials with oversight of the project, as specified.	Oppose
AB 1745 (Jeff Gonzalez) Motor Vehicle Fuel Tax Law: suspension of tax	2/9/26 Introduced	This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided.	Oppose
AB 1783 (DeMaio) Additional local taxes: vehicle miles traveled tax	2/10/26 Introduced	This bill would prohibit 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 for the use of specific facilities, as provided. The bill would provide that any existing program, pilot program, regulation, or administrative action inconsistent with this prohibition is void and unenforceable.	Oppose

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AB 1855 (Jeff Gonzalez) California Environmental Quality Act: exemption: passenger rail service	2/11/26 Introduced	This bill would eliminate the condition for a CEQA exemption that the public 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 would require that the mainline rail of the project, instead of the whole project, to be located entirely within an existing right-of-way or existing highway right-of-way.	Watch
AB 1944 (Lee) Zero-emission transit buses: axle weight	2/13/26 Introduced	This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031, inclusive.	Watch
AB 2184 (Wilson) Cap-and-Invest Program: nature-based climate solutions: funding	2/19/26 Introduced	This bill would annually appropriate up to \$300,000,000 from the Greenhouse Gas Reduction Fund 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, including \$150,000,000 to be allocated to the Natural Resources Agency to fund nature-based climate solutions, not less than \$50,000,000 to be allocated to the Department of Food and Agriculture to fund nature-based climate solutions in croplands and grasslands, and the remaining amount to be allocated for nature-based climate solutions at the discretion of the Legislature. More transit funding is needed. The legislature has not met its obligations under SB 125, and transit has become a lower priority under Cap and Invest.	Oppose

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AB 2295 (Johnson) Regional housing need: affordable housing	2/19/26 Introduced	This bill would authorize a local government, as defined, to enter into a voluntary agreement with another local government to allow new housing development projects to count toward each locality’s share of the regional housing needs allocation if certain conditions are met, including that the project includes affordable housing units for very low- and lower-income households.	Support
AB 2341 (Fong) Surplus land: transit stops	2/19/26 Introduced	Existing law reaffirms the Legislature’s declaration that surplus land, prior to disposition, should be made available for housing for persons and families of low and moderate income, and reaffirms the Legislature’s declaration of the importance of appropriate planning and development near transit stations to encourage the clustering of housing and commercial development around those stations. This bill would revise those declarations related to transit stations to, instead, reaffirm the Legislature’s declaration of the importance of appropriate planning and development near transit stops to encourage the clustering of housing and commercial development around those stops.	Support
AB 2407 (Macedo) High-speed Rail	2/20/26 Introduced	Spot bill on high-speed rail.	Watch
AB 2560 (Schultz) Climate Action Plan for Transportation Infrastructure: goals	2/20/26 Introduced	This bill would establish the Climate Action Plan for Transportation Infrastructure (CAPTI) goals and would authorize the California State Transportation Agency to update those CAPTI goals, as specified. The bill would require a project under the above-described programs to apply, where feasible, within the fix-it-first approach, the CAPTI goals as established or updated by the agency, as specified.	Oppose

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SB 417 (Cabaldon) The Affordable Housing Bond Act of 2026	1/22/26 Assembly Rules	This bill would enact the Affordable Housing Bond Act of 2026, which, if adopted, would authorize the issuance of bonds in the amount of \$10,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance programs to fund affordable rental housing and home ownership programs, including, among others, the Multifamily Housing Program, the Cal Home Program, and the Joe Serna, Jr. Farmworker Housing Grant Program.	Watch
SB 667 (Archuleta) Railroads: safety: wayside detectors: train length: emergency vehicle crossing	1/27/26 Assembly Rules	This bill requires a railroad to 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. As amended on January 5, the bill would cap 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 if enacted. MCTC 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 MCTC at a time when transit agencies statewide are struggling to maintain existing service. ACE and Gold Runner oppose.	Oppose

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<p>SB 922 (Laird) Vehicles: local agency charges: use of streets or highways.</p>	<p>2/11/26 Senate Local Government</p>	<p>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.</p> <p>This bill would expressly limit this prohibition to charges based on weight. The bill would also explicitly state 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. The bill would provide that nothing in the Vehicle Code prohibits a local agency from imposing or collecting this fee, charge, or surcharge.</p>	<p align="center">Watch</p>
<p>SB 1035 (Strickland) Motor vehicle fuel tax: greenhouse gas reduction programs: suspension</p>	<p>2/18/26 Senate Environmental Quality</p>	<p>This bill would suspend the Low Carbon Fuel Standard regulations for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.</p>	<p align="center">Oppose</p>
<p>SB 1087 (Cabaldon) Transportation planning: sustainable communities strategies: Road Maintenance and Rehabilitation Program: local planning grants.</p>	<p>2/13/26 Introduced</p>	<p>This bill would require, on and after January 1, 2027, every 2nd regional transportation plan (providing eight years rather than the current four) prepared and adopted by those transportation planning agencies to include a sustainable communities strategy prepared by a metropolitan planning organization.</p> <p>The bill would require that \$25,000,000, in Road Maintenance and Rehabilitation Account funding, upon appropriation by the Legislature, to be allocated to specified local entities based on their share of the statewide population for the same purposes,</p>	<p align="center">Watch</p>

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<p>SB 1136 (Blakespear) Intercity rail and commuter rail: special events service plans</p>	<p>2/18/26 Introduced</p>	<p>This bill would require, as a condition of receiving funding under the State Rail Assistance Program, a public agency responsible for commuter rail services that has a transfer connection station between 2 or more commuter rail services to adopt a special events service plan for each event that meets specified requirements. The bill would require the special events service plan to include schedules to access the event without requiring a transfer, ticket interoperability, and all other technical, equipment, and infrastructure requirements.</p> <p>This bill would also require an interagency transfer agreement to require a joint powers board to ensure that supplemental service is provided for major, publicly attended events, as specified. The bill would require the business plan to include a special events service plan that includes detailed operating schedules, fare information, and rolling stock requirements designed to satisfy the requirement to provide that supplemental service.</p>	<p align="center">Oppose?</p>
<p>SB 1177 (Cortese) High-Speed Rail Authority: project update report</p>	<p>2/18/26 Introduced</p>	<p>This bill would require the High-speed Rail project update report to include (1) an explanation of the assumptions used for financing methods calculations, (2) a comparison of the current and projected work schedule to projected schedules in previous project update reports, (3) an analysis of potential ancillary revenue sources, and (4) a comparison and benchmarking of cost, scope, and timeline to international high-speed rail projects.</p>	

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<p>SB 1411 (Stern) Greenhouse Gas Reduction Fund: funding conditions: high-speed rail</p>	<p>2/20/26 Introduced</p>	<p>Existing law prohibits the High-speed Rail Authority (HSRA) from entering into new funding commitments with those moneys for activities outside of the Merced to Bakersfield segment, until June 30, 2030, or when that segment is fully funded, whichever is sooner. Notwithstanding that prohibition, existing law authorizes HSRA 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, as specified.</p> <p>This bill would authorize HSRA 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, as specified. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.</p>	<p align="center">Oppose</p>
<p>SB 1425 (Cortese) High-Speed Rail Authority: right-of-way: encroachment permits</p>	<p>2/20/26 Introduced</p>	<p>This bill would state the intent of the Legislature to enact subsequent legislation to provide the authority with the ability to issue encroachment permits for third-party access to its right-of-way.</p>	<p align="center">Watch</p>