Metropolitan Transportation Commission and Association of Bay Area Governments

Joint MTC ABAG Legislation Committee

June 12, 2026 **Agenda Item 5a – 26-0711**

MTC-ABAG 2026 Washington, D.C. Advocacy Trip

Subject:

Overview of MTC-ABAG's 2026 federal advocacy trip.

Summary:

Last month, MTC Chair Sue Noack, MTC Vice Chair Stephanie Moulton-Peters and ABAG President and Commissioner Belia Ramos traveled to Washington, D.C., for MTC's annual federal advocacy trip. They were joined by members of the MTC-ABAG executive leadership and legislative team.

Over the course of three days, the group met with offices of 13 members of the Bay Area Congressional delegation:

- U.S. Representatives DeSaulnier, Garamendi, Huffman, Khanna, Liccardo, Lofgren, Mullin, Panetta, Pelosi, Simon and Thompson
- U.S. Senators Padilla and Schiff

The delegation also met with the U.S. Department of Transportation and was hosted by Washington Metropolitan Area Transit Authority (WMATA) for a tour of its Metro Integrated Command and Communications Center. WMATA staff also briefed the delegation on the agencies' work on ridership recovery, customer-facing improvements and cost-saving efforts. The delegation also heard from Nick Dohohue, Secretary of Transportation for the Commonwealth of Virginia, and Joe McAndrew, Assistant Secretary at the Maryland Department of Transportation, on their state-led efforts to secure operating funding for WMATA, along with other shared transportation priorities, including managed lanes and bridges.

MTC was honored to have Speaker Emerita Nancy Pelosi and Congresswoman Lateefah Simon speak at the Annual California Transportation Reception, which MTC co-hosts with the Southern California Association of Governments. Nearly 200 California transportation partners, Members of Congress, staff, and national transportation leaders attended the reception.

Surface Transportation Reauthorization and ADAPT Assets Act

This year's trip to Washington, D.C. occurred at a strategically important time, coinciding with the House Transportation and Infrastructure (T&I) Committee's release of its 1,000 page BUILD America 2050 Act bill (H.R. 8870) to reauthorize the Infrastructure Investment and Jobs Act (IIJA, also known as the Bipartisan Infrastructure Law, or BIL), which is set to expire on September 30, 2026. Federal transportation bills typically take years to draft and negotiate, and the House T&I Committee's action is a significant step in that process.

Conversations with members and staff focused on sharing staff's initial positive reactions to the BUILD America 2050 Act; namely, that it generally reflects MTC's top surface transportation reauthorization priorities, summarized below and detailed in Attachment A. Specifically, H.R. 8770:

1. Ensures stability of the Bay Area's federal transportation funding by sustaining, and in some instances, increasing, Highway Trust Fund support for the core highway and transit programs. This includes avoiding steep cuts for California and the Bay Area by making the IIJA's bridge and transit state of good repair formula "advance appropriations" a permanent component of the surface transportation funding baseline.
2. Prioritizes highway and transit formulas, which provide the certainty states and metro areas need to plan, deliver and maintain major projects.
3. Sustains support for the Capital Investment Grant Program, which is essential to advancing the Bay Area's major transit expansion and modernization projects.

The base bill also clarifies federal highway funding eligibility for regional advance mitigation, which could remove a barrier to advancing the Bay Area's Regional Advance Mitigation Planning (RAMP) conservation strategy. RAMP links transportation project mitigation investments to high-impact, time-sensitive conservation priorities.

Another meeting topic was an MTC co-led amendment to demonstrate support for increasing federal transit funding for the Bay Area and other major metropolitan areas by increasing funding for the Section 5337 State of Good Repair program. Representative Jerry Nadler (D-NYC) offered the amendment [Nadler_040 (https://transportation.house.gov/uploadedfiles/nadler_040.pdf) with support from Congressman

Jesús "Chuy" García (D-Chicago) and from the Bay Area's Congressman John Garamendi and Congressman Jared Huffman.

Commissioners also discussed the MTC-proposed ADAPT Assets Act (H.R. 8653), sponsored by Congressman John Garamendi and Congressman Mike Thompson, which would authorize up to $10 billion to fund up to 10 nationally or regionally significant resilience demonstration projects. The aim of the bill is to provide the funding and delivery framework needed to move large-scale resilience projects from planning to completion. (See Attachment B.) Commissioners also encouraged Congressman Garamendi to submit an amendment to add the ADAPT Assets Act to the transportation bill, which he did [Garamendi_080 (https://transportation.house.gov/uploadedfiles/garame_080.pdf)]. The MTC delegation also asked members to add their names as co-sponsors to the bill. As of the writing of this memo, at least one member – Congresswoman Lateefah Simon – has signed on as a cosponsor.

The delegation also recommended an amendment on environmentally friendly project delivery to expand at-risk preagreement authority, which the House T&I Committee Chair included in his Manager's Amendment [Manager_01(https://transportation.house.gov/uploadedfiles/mgr.pdf)} and provided updates on housing and Bay Area Transportation (See Attachments C and D).

Attachments:

- Attachment A: MTC's Transportation Bill Priorities
- Attachment B: ADAPT Assets Act
- Attachment C: MTC-ABAG Housing Priorities
- Attachment D: Bay Area Update

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