



TA Community Advisory Committee
Meeting of August 4, 2026

Correspondence as of July 31, 2026

Subject

1. Calbike opposition to prop 45.
2. Mass transit, bike lanes, EV infrastructure face substantial cuts in DOT
3. OPINION: California is demanding more housing near transit, even as it starves its transit systems to death

From: [Giuliano](#)
To: [cacsecretary \[@smcta.com\]](mailto:cacsecretary [@smcta.com]); [Public Comment](#)
Subject: Calbike opposition to prop 45.
Date: Thursday, July 23, 2026 10:43:54 PM

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

The devil is always in the details. Sometimes bad components kill good ideas. Prop 45 has some good parts to it, making it easier to build good road projects. The problem is that it also makes it easier to build terrible projects that will greatly increase GHGs, Climate Change, pollution, decrease safety, and all the other ills of bad highway projects.

See CalBikes analysis: <https://www.calbike.org/why-calbike-opposes-proposition-45/>

giuliano

--

Drive a bike a bit more often and cars a bit less. You'll be healthier and happier, and so will our world.

From: [Richard Hedges](#)
To: [Board \(@smcta.com\)](#); [cacsecretary \[@smcta.com\]](#)
Cc: [twmcmillan1063@gmail.com](#)
Subject: Mass transit, bike lanes, EV infrastructure face substantial cuts in DOT
Date: Tuesday, July 28, 2026 1:34:54 PM
Attachments: [image001.png](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Mass transit, bike lanes, EV infrastructure face substantial cuts in DOT proposal

Building and expanding interstate highways is a priority for the administration's next surface transportation legislation, Transportation Secretary Sean Duffy said in a letter to six Senate leaders.

Transportation Secretary Sean Duffy speaks an event May 28, 2026, in Washington, D.C. His proposal to do away with the Highway Trust Fund's mass transit account would put more than 85% of federal public transit and passenger rail funding at risk, according to the American Public Transportation Association. *Retrieved from [U.S. Department of Transportation/X](#).*

Listen to the article4 min

Dive Brief:

- Transportation Secretary Sean Duffy proposed eliminating the Highway Trust Fund's mass transit account, which provides funding for public transportation, in a July 22 letter outlining the [administration's priorities](#) that was sent to six senators serving on committees with influence over the next surface transportation legislation.
- Duffy also proposed cutting funding for [Complete Streets activities](#) that focus on safety for pedestrians and bicyclists, bicycle lanes and grants for electric vehicle charging infrastructure. A competitive grant program to fund solutions to traffic congestion in U.S. cities would eliminate public transit system improvements and tolling programs from eligibility.
- None of the members of the House Committee on Transportation and Infrastructure, [where the legislation was drafted](#), were copied on Duffy's letter.

Dive Insight:

The draft House bill authorizes \$87.6 billion from the mass transit account of the Highway Trust Fund over fiscal years 2027 to 2031, an increase from \$69.8 billion allocated in the Infrastructure Investment and Jobs Act.

The DOT's proposal to do away with the mass transit account, which was established by Congress in 1982, would put more than 85% of federal public transit and passenger rail funding at risk, according to an emailed statement from the American Public Transportation Association.

The administration's key transportation goals include improving transit safety and security, supporting development of autonomous vehicles, ensuring freight railroad safety and building or expanding interstate highways, according to the letter. Duffy proposed creating a voluntary AV pilot program "with preemptive authority to avoid a patchwork of State laws," the letter said.

The DOT's policy would give priority to motor vehicles over bike lanes. "We urge Congress to restrict competitive and formula grant funding for bicycle lanes and other bicycle infrastructure that reduce travel throughput for motor vehicles and support removal of existing bike lanes that contribute to congestion," Duffy said in the letter. The Federal Highway Administration recently removed bike lanes from its safety measures list.

"My No. 1 priority is that we don't backslide from the funding levels in the bipartisan infrastructure law," Rep. Rick Larsen, D-Wash., told Smart Cities Dive earlier this year. "Transit and rail are going to be important." Larsen is the ranking member of the House Committee on Transportation and Infrastructure, where he has served for 25 years. Duffy also requested an additional \$1 billion toward its \$8 billion project to modernize New York Penn Station, which drew a response from Rep. Jerry Nadler, D-N.Y. "The administration has dodged oversight at every turn — refusing to issue a single public correspondence or congressional briefing on the issue," he said in a statement. "As the Congressman representing Penn Station, I have repeatedly warned that the Trump administration is weaponizing the Surface Transportation Reauthorization to strip local authorities of control over Penn Station at New Yorkers' expense."

The administration is also funding modernization of Washington Union

Station.

The House transportation committee passed a bipartisan surface transportation bill on May 17. Committee Chairman Sam Graves, R-Mo., said the bill “makes smart and targeted reforms to our surface transportation programs, focuses on strengthening our core infrastructure system, drives innovation, bolsters safety, ensures states have the flexibility they need, and cuts red tape to get projects built faster.”

The Senate has yet to propose a surface transportation bill, Bipartisan Policy Center Managing Director of Housing and Infrastructure Andy Winkler said during a July 14 Alliance for Innovation and Infrastructure webinar. Experts said during the webinar that they doubt the Senate will pass legislation before the current act expires on Sept. 30



Hebrews 13: 2; Do not forget to show hospitality to strangers, for by so doing some people have shown hospitality to angels without knowing it.

(Acts 4:32) And yet again: "Great grace was upon them all. Neither was there any among them that lacked: For as many as were possessors of lands or houses sold them, and brought the prices of the things that were sold, and laid them at the Apostles' feet: And distribution was made unto every man according as he had need." (Acts 4:33-35)

"Whenever and wherever societies have flourished and prospered rather than stagnated and decayed, creative and workable cities

have been at the core of the phenomenon... Decaying cities, declining economies, and mounting social troubles travel together. The combination is not coincidental." *Jane Jacobs*

"Throughout ancient history, cities have outlasted the empires that governed them. Ask yourself, are there any great countries that do not contain a great city? The answer is no. In fact you cannot imagine any stable state without a stable city. We talk about state-building when we should be talking about city-building." *Parag Khanna*

"The veneer of civilization is paper thin – we are its guardians and we can never rest." *Congressman Tom Lantos*

**I firmly believe that before many centuries more, science will be the master of man. The actions he will have invented will be beyond his strength to control.
Henry Adams April 11, 1862**

From: [Richard Hedges](#)
To: [Board \(@smcta.com\)](#); [cacsecretary \[@smcta.com\]](#)
Cc: [twmcmillan1063@gmail.com](#)
Subject: OPINION: California is demanding more housing near transit, even as it starves its transit systems to death
Date: Tuesday, July 28, 2026 1:39:12 PM
Attachments: [image001.png](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

OPINION

California is demanding more housing near transit, even as it starves its transit systems to death

By [Allison Arieff](#), Opinion Columnist July 26, 2026

Gift Article

Workers install plumbing at a housing development at the El Cerrito BART Station on March 4. The state is encouraging housing at transit hubs, but funding for the public transportation they require is at risk.

Carlos Avila Gonzalez/S.F. Chronicle

I have a car but rarely use it. Because I am fortunate enough to live near transit, I take it just about everywhere I go. My BART commute takes less time, costs less money and results in far less greenhouse gas emissions than driving would. Yet California spends the vast majority of its transportation funds facilitating the latter option rather than the more sustainable, cost-effective one. The state of California spent \$30.9 billion for transportation-related programs in 2025-26. Roughly one-sixth of that went toward public transit, passenger rail and active transportation. California air regulators just redirected billions from the state's cap-and-invest program (which collects fees from oil and fossil fuel companies and distributes them among projects and agencies that reduce pollution) that many advocates expected would

continue supporting public transportation, affordable housing and other greenhouse gas reduction programs.

Where will that money go now? Mostly toward free emissions permits that could benefit oil refineries, manufacturers and other large industrial facilities.

According to Laura Tolkoff, transportation policy director at the urban think tank SPUR, transit dollars are always first on the chopping block in tight budget years, resulting in a funding stream that “is completely unpredictable.”

This leads to an annual rite of transit anxiety.

“You cannot run a transit system that serves millions of people with no predictability of how much funding you have and where that funding is coming

In November, voters will decide on local San Francisco and regional Bay Area tax measures meant to keep transit agencies afloat. But even if both pass, they would be only temporary reprieves, not long-term solutions.

Public transportation should not have to survive on emergency appropriations, temporary loans and annual budget fights. But it does.

California ranks near the bottom among peer states, New York, Massachusetts, Pennsylvania and New Jersey, in the share of transit operating costs covered by the state, leaving agencies unusually dependent on fares and local taxes.

As Kaleo Mark of the transit advocacy nonprofit Seamless Bay Area put it, “This is an arcane system we’d never have for car-based infrastructure.”

Think about what roads might look like were BART to

disappear. The Bay Bridge is already at 95% capacity. Without passage of the regional measure, the agency would be forced to cut 70% of service. Caltrain would run only once an hour and more than a third of stations would close. AC Transit service would be cut by 31% of pre-2019 levels. And Muni would be forced to cut up to 20 routes and eliminate service after 9 p.m.

Even more frustrating is that California has made truly impressive efforts over the past several years to enact laws requiring its cities to produce housing near transit. Yet it is failing to provide the transit funding that such development requires.

We can't have a land-use policy that says "build around transit," with a budget policy that says, "good luck funding it."

Part of the problem is the expectation of a mystical return to pre-pandemic ridership. But as public transit consultant Jarrett Walker has written, "That world is gone and not coming back. Transit agencies in the U.S. are rebalancing to grow their new markets, which are all-day, all-direction trips of many purposes, but of course this takes time."

We need to be focusing on accommodating new patterns of ridership — and new funding streams to support changing ridership realities. Not diverting even more money to fossil fuel dependence.

The only bright spot is that transit has never enjoyed broader political support than it does today. Housing advocates understand that building homes near transit makes little sense if the transit disappears. Business leaders increasingly recognize that the Bay Area's economy depends on people being able to get to where they need to go without overwhelming already congested bridges

and highways. Climate advocates see functioning public transportation as indispensable to meeting California's emissions goals. Labor organizations understand that workers need reliable ways to reach their jobs. Social justice advocates and younger voters see the interconnectedness of housing, transportation and climate. Regional organizations that once worked independently are coordinating across county lines.

"Over 90 organizations have endorsed the regional transit measure," said Emily Loper of the business association Bay Area Council. "Our members recognize that they can't grow and stay here if their employees can't afford to live here and can't get to work."

According to Mark, these groups are coming together to build a broader-based movement with the understanding that transit is in a dire situation — and that "if one of these pillars fall, all the others do. The crisis is bringing people into the movement." But transit advocates shouldn't have to spend every few years fighting to preserve existing service and prevent system-wide collapse. They should be organizing around upgrades, expansion and improved reliability and integration.

About Opinion

Guest opinions in **Open Forum and Insight** are produced by writers with expertise, personal experience or original insights on a subject of interest to our readers. **Their views do not necessarily reflect** the opinion of The Chronicle editorial board, which is committed to providing a diversity of ideas to our readership.



Hebrews 13: 2; Do not forget to show hospitality to strangers, for by so doing some people have shown hospitality to angels without knowing it.

(Acts 4:32) And yet again: "Great grace was upon them all. Neither was there any among them that lacked: For as many as were possessors of lands or houses sold them, and brought the prices of the things that were sold, and laid them at the Apostles' feet: And distribution was made unto every man according as he had need." (Acts 4:33-35)

"Whenever and wherever societies have flourished and prospered rather than stagnated and decayed, creative and workable cities have been at the core of the phenomenon... Decaying cities, declining economies, and mounting social troubles travel together. The combination is not coincidental." *Jane Jacobs*

"Throughout ancient history, cities have outlasted the empires that governed them. Ask yourself, are there any great countries that do not contain a great city? The answer is no. In fact you cannot imagine any stable state without a stable city. We talk about state-building when we should be talking about city-building." *Parag Khanna*

"The veneer of civilization is paper thin – we are its guardians and we can never rest." *Congressman Tom Lantos*

**I firmly believe that before many centuries more, science will be the master of man. The actions he will have invented will be beyond his strength to control.
Henry Adams April 11, 1862**