



Agenda Item No. (3)

To: Governmental Affairs and Public Information Committee/Committee of the Whole Meeting of December 19, 2025

From: Amorette M. Ko-Wong, Secretary of the District  
Denis J. Mulligan, General Manager

Subject: **APPROVE THE IMPLEMENTATION OF THE DISTRICT'S 2026 LEGISLATIVE PLATFORM**

### **Recommendation**

The Governmental Affairs and Public Information Committee recommends that the Board of Directors approve the implementation of the 2026 Legislative Platform as attached to this report.

This matter will be presented to the Board at its December 19, 2025, meeting for appropriate action.

### **Summary**

The Golden Gate Bridge, Highway and Transportation District (District) is looking ahead to the 2026 State and Federal Legislative sessions and is actively working with our legislative advocates to follow a variety of issues that affect or potentially could affect the operations of the District.

In 2025, the District spent considerable time and effort navigating the changing federal landscape with respect to grant requirements and the changing state regulatory environment, leading to the award of the construction contract known as *Golden Gate Suspension Bridge Seismic Retrofit, Contract 1*. This is a \$1 billion undertaking.

This success embodies the District's main legislative priorities during a time where we face fiscal challenges. These priorities are: protect, secure and spend down existing grants; secure new grants; create a legislative framework favorable to the District's grant needs; and seek legislative changes that reduce project costs.

In 2026, the District will assist the California Transit Association (CTA) and the State of California in protecting the District's current and future Federal Transit Administration (FTA) grants from recent challenges by the Amalgamated Transit Union (ATU).

On November 6, 2025, the ATU International and several ATU Locals, including Local 1575 which represents the District's bus operators, filed suit in the U.S. District Court for the District of

Columbia against the United States Department of Labor (USDOL) challenging the department's policy of certifying grants for transit agencies in California over objections raised by ATU that the California Public Employees' Pension Reform Act of 2013 (PEPRA) violates worker protections under Section 13(c). Among other things, ATU seeks a permanent injunction from the court that would not only bar USDOL from certifying any grants when ATU raises PEPRA-based objections, but also revoke prior Section 13(c) certifications. Such an injunction would imperil FTA grants for the District's bus and ferry capital projects, so the District will assist CTA and the State in their efforts to support USDOL in court.

The current federal transportation authorization expires on September 30, 2026, and Congress will be working to pass a new transportation authorization next year. The District will advocate to keep the federal highway bridge program and maintain existing transit formula programs and funding levels as part of the transportation authorization.

In the upcoming 2026 California State legislative session, District staff will continue to monitor and weigh-in on potential legislation affecting the District and our partners. Staff and legislative advocates will pay particular attention to legislative bills that could have a funding or operational impact on the District's overall operations.

During the last few years, the State legislature has passed several environmental streamlining bills. The District will continue to monitor and support any legislative efforts that reduce the time and expense associated with the environmental process, including permitting, for its projects.

Currently, all four San Francisco Board of Supervisor seats on the Board of Directors (Board) are vacant. If San Francisco is interested in having the flexibility to allow the San Francisco Board of Supervisors fill these seats with citizens in lieu of Supervisors, and if the timing is opportune, then the District may pursue legislation amending its enabling legislation to achieve this outcome.

To appropriately respond to issues and bills that arise, staff is proposing approval of the attached 2026 Legislative Platform that will set forth the principles to guide the District's State and Federal advocacy efforts through the second year of the 2025-26 State Legislative session and the 119th United States Congress (January 3, 2025 – January 3, 2027). The recommended platform encompasses the many issues affecting the District that must be monitored but is flexible enough to allow District staff and its legislative advocates to react immediately as issues arise. Board approval of a legislative platform will provide staff with direction on important legislative and policy issues. District staff will continue to work strategically with legislative advocates to best plan the 2026 State and Federal meetings.

### **Fiscal Impact**

The recommendation has no direct fiscal impact, but approval of this recommended platform will provide staff with the flexibility to pursue funding opportunities as they become available.

Attachment

## Golden Gate Bridge, Highway and Transportation District 2026 Legislative Platform

<b>FEDERAL</b>	
<b>Priorities</b>	<b>Strategy</b>
Transportation Funding	<ul style="list-style-type: none"> <li>• Continue pursuing funding opportunities and areas to advocate for increases in funding, possible reauthorization and earmark efforts, and seek the delegation's assistance in funding District needs. This includes efforts to seek Department of Transportation (DOT) grant funding opportunities when they become available.</li> <li>• Remain flexible to work with partners to gather Congressional support for any transportation or infrastructure grants the District may be eligible when opportunities arise.</li> <li>• Seek funding for projects that support the District's Climate Emergency Declaration.</li> <li>• Continue to monitor ongoing issues that may affect the District's transit grants due to ATU challenges to USDOL regarding PEPR.</li> </ul>
Water Resources Development Act	Continue pursuing opportunities to federalize the Larkspur Ferry Channel where possible.
Security	Continue monitoring and working with officials on enhancing security measures affecting the District including issues such as: deployment of autonomous vehicles, domestic and international terrorism, drone safety, and disaster mitigation.

<b>STATE</b>	
<b>Priorities</b>	<b>Strategy</b>
Toll Operations	<ul style="list-style-type: none"> <li>• Monitor and implement any state-wide mandates for electronic tolling and support efforts by California Toll Operators Committee (CTOC) on state-wide initiatives related to toll operations.</li> <li>• Continue to keep watch over any legislation related to tolling and personal identifying information (PII.)</li> </ul>
Bicycle & Pedestrian Safety	<ul style="list-style-type: none"> <li>• Monitor legislation regarding the safety of pedestrians and bicyclists, which includes any effects of new bills expanding or governing the use of electric-powered and/or assisted bicycles, scooters, skateboards, and other mobility devices on paths, sidewalks, bikeways. and streets, including identifying funding opportunities available for Alexander Avenue.</li> <li>• Continue support of any legislation to assist the Vision Zero Programs in counties the District operates within.</li> </ul>
Pension Reform	Closely monitor pension reforms at the State level that may affect the District or its employees. This includes monitoring and reacting to any PEPR lawsuits or filings at the federal level that may cause the District grants to be withheld.

State Transportation Funding	<ul style="list-style-type: none"> <li>• Continue monitoring and support of MTC's efforts to increase transportation funding under MTC's implementation of Plan Bay Area 2050 and maximize the Bay Area's share of revenues for transit operations.</li> <li>• Seek funding for projects that support the District's Climate Emergency Declaration.</li> <li>• Support of MTC and California Transit Association's (CTA) efforts related to funding and potential reform to California's Transportation Development Act (TDA).</li> <li>• Monitor and protect actions that may affect any State transportation funding (i.e. State Transit Assistance (STA), Transportation Development Act (TDA), Cap-and-Invest Program) including support of advocacy efforts for additional Bay Area transportation funding.</li> </ul>
Transit Operations, Safety and Security	<ul style="list-style-type: none"> <li>• Collaborate and advocate with other ferry operators regarding potential further amendments to the California Air Resources Board's (CARB) regulations for Commercial Harbor Craft to ensure that amendments are implemented in a manner that is feasible and ensures no disruption in ferry operations.</li> <li>• Monitor and support, when appropriate, legislation affecting bus and ferry transit operations as it pertains to fleet electrification, deployment of autonomous vehicles, emission standards including reduction of greenhouse gas emission (GHG), bus axle weights, security (including cyber), operator/driver safety and training, roadways (including bus-on-shoulder efforts), transit stations/hubs, CEQA exemptions, permitting streamlining, and transportation network/rideshare companies.</li> <li>• Support state advocacy efforts by MTC and CTA on the conversion of bus fleets to zero-emission in order to meet the state's Innovative Clean Transit regulation and support Transportation Development Act (TDA) reforms. Also, in relation to Executive Order No-79-20, support additional funding to help transit operators convert their bus fleets and ferries to zero-emissions and pursuit of potential exemptions.</li> <li>• Continue to support legislation to improve the performance of high-occupancy vehicle (HOV) lanes and support the efforts to speed up transit through the use of transit signaling priority equipment onboard buses.</li> <li>• Monitor legislation regarding transit coordination, network management and transit agency governance. This includes monitoring and supporting any potential changes to open meeting requirements and Brown Act rules that would allow long-term flexibility for the District to conduct meetings outside of emergency conditions and flexibility for the District's passenger advisory committees.</li> <li>• Support consensus-based industry standards developed with input from stakeholders and best practices and/or industry standards developed by entities such as American Public Transportation Association or California Transit Association.</li> </ul>