



NAPA VALLEY TRANSPORTATION AUTHORITY **COVER MEMO**

SUBJECT

Federal and State Legislative Update

STAFF RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board receive the Federal Legislative update, State Legislative Update, and the State Bill Matrix.

EXECUTIVE SUMMARY

The attached memos from Platinum Advisors summarizes recent federal and state legislative activities respectively.

FISCAL IMPACT

None



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
(707) 259-8634 / Email: kmiller@nvta.ca.gov
SUBJECT: Federal and State Legislative Update

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board receive the Federal Legislative update (Attachment 1), State Legislative Update (Attachment 2), and the State Bill Matrix (Attachment 3).

BACKGROUND

Federal Update:

The Department of Transportation awarded the Bay Area Rapid Transit District \$544.6 million for its \$2.2 billion/775 new passenger railcar project.

State Update:

The Department of Finance reported August receipts of \$710 million which is 5.5% higher than projections. Likewise in September, the general fund cash receipts were \$2.4 billion, 16% higher than the forecast. The fiscal year to date reflected revenues of \$7.3 billion above projections, of which \$3.2 billion is an accounting adjustment for revenues that were collected in the prior fiscal year.

The California State Transportation Agency opened the public comment period for the Climate Action Plan for Transportation Infrastructure (CAPTI) on November 1st. Comments will be accepted until December 13th and can be made by emailing CAPTI@calst.ca.gov.

Proposed changes to the Air Resources Board's Advanced Clean Fleet Rule may have implications for public transit system vehicles currently not subject to the Innovative Clean Transit regulations. Those vehicles could include fleet vehicles, offroad vehicles such as forklifts, and heavy-duty vehicles such as tow trucks and utility trucks.

Local and State Election Results

As of this writing, not all ballots have been counted and the election results have not been certified. The information below is based on the most recent results, and the final outcome may differ from what is currently being reported. Staff will provide an update at the Board meeting with any changes to the reported information below.

Local Ballot Measures:

Measure U – Measure U was placed on the ballot by the Napa Valley Transportation Authority-Tax Agency Board and will extend the existing ½ cent sales tax under Measure T through 2055. The Measure will also allow the agency to bond against future revenues in order to deliver projects sooner. The Measure also memorializes the distribution of revenues, will grant additional flexibility for jurisdictions to use up to 5% of their revenues for other transportation-related projects, will update the maintenance of effort provisions and active transportation requirements, will allow NVRTA to use up to \$56 million for highway improvements and emergency transportation programs, and will increase NVRTA's administrative revenues to 2%. Most of the funding (91.5%) will remain committed to maintain and rehabilitate local streets and road maintenance. The Measure would require a 2/3rds voter approval. The Measure is currently passing with 72% of the vote.

Measure B – Measure B is the Napa Valley Unified School District's general obligation bond proposal. The Measure requires a 55% voter approval and would raise \$230 million to upgrade school safety, security, and emergency response systems. It would further construct, upgrade and modernize aging schools, make American with Disabilities upgrades and make improvements and upgrades to other school facilities, such as parking, cafeteria and cooking facilities, heating and air conditioning equipment, and play yards and fields. The Measure is currently not passing by a slim margin with 53% of the voters supporting the Measure.

Measure G – is being placed on the ballot by the City of Napa and is a 1 cent permanent sales tax increase (7.75% to 8.75%). The Measure would raise \$22 million annually for City services including repairing potholes/streets, maintaining parks, recreation, senior/youth programs, protect water quality, support police and mental health response team for nonviolent calls; upgrade fire stations with lifesaving equipment. It would provide homeless encampment cleanup, construct essential facilities, enhance fire protection. The Measure is considered a general government use tax and therefore only requires 50% plus one vote for approval. The Measure is currently passing with 57% of the vote.

Measures A1 and A2 – have been placed on the ballot by the City of St. Helena. A1 requests the voters' approval to become a Charter City under a "limited" charter", which is necessary to implement A2, which is a supplemental Real Property Transfer Tax of 1.5% to all sales between \$1 and \$5 million and 3% to all sales over \$5 million. The Real Property Transfer Tax would generate \$7 million a year and be used for maintaining public safety, improve the City's sidewalk infrastructure. The Measures require a simple majority (50% plus 1) of the vote to pass. The Measures are currently not passing with 47% of voters supporting Measure A1 and 42% of the voters supporting Measure A2.

Measure B – placed on the ballot by "A group of local residents, with the support of Noble House Hotels & Resorts" to gain City of St. Helena voter support of the St. Helena Resort project. The Measure would amend the City's General Plan and Zoning Code to permit development of a 56-room hotel and related public and visitor-serving amenities. The Measure would require a simple majority (50% plus 1) of the vote to pass. The Measure is not passing by a small margin with 49% of voters supporting the Measure.

State Ballot Measures:

Proposition 2: \$10 billion bond proposal to make improvements at K-12 schools and community colleges. Proposition 2 is currently passing with 56.9% of the vote.

Proposition 3: Reaffirm the right of same-sex couples to marry. This proposal would repeal the unconstitutional provisions in the Constitution that limits marriage to a man and a woman. Proposition 3 is currently passing with 61.0% of the vote.

Proposition 4: \$10 billion bond for climate programs. This bond proposal includes funding for a wide range of climate related improvements. However, it does not include any funding for zero emission vehicle programs. Proposition 4 is currently passing with 57.9% of the vote.

Proposition 5: Lower voter approval requirements for local housing bonds. This proposal includes the amendments proposed by ACA 1, and the amendments made by ACA 10. As it appears on the ballot, Proposition 5 would establish conditions whereby local housing bonds could be approved by 55% of the voters. Proposition 5 is not passing and receiving only 43.7% of the voters supporting the Proposition.

Proposition 6: Limit forced labor in state prisons. This proposal would amend the Constitution to prohibit the use involuntary servitude as a punishment for a crime. Proposition was not supported by the voters with only 45.1% of voters supporting the Proposition.

Proposition 32: Raise the state minimum wage to \$18 an hour. This proposal would increase the minimum wage, and annually adjust the minimum wage based on inflation starting in 2026. Proposition 32 is not passing by a slim margin with 48.0% of the voters supporting increasing the minimum wage.

Proposition 33: Allow local governments to impose rent controls. This proposal would eliminate the Costa-Hawkins law, and allow local governments to control rents for any housing. This proposal does not affect any existing local rent control laws. California voters were overwhelmingly against this proposition with 61.5% voting no to allow local governments the ability to impose rent control. This sentiment was universally consistent where a no vote reflected the majority of voters among all counties in the State.

Proposition 34: Require certain health providers to use nearly all revenue from a federal prescription drug program on patient care. Proposition 34 creates new rules about how certain health care entities spend revenue from the federal drug discount program. Specifically, the entities would have to spend at least 98 percent of their net revenue earned in California on health care services provided directly to patients. Proposition 34 is passing with 51.5% of the vote.

Proposition 35: Make permanent a tax on managed health care insurance plans. Proposition 35 makes the existing health plan tax permanent beginning in 2027. The state would still need federal approval to charge the tax. Proposition 35 received a lot of support from voters and will pass with 66.8% of the vote.

Proposition 36: Increase penalties for theft and drug trafficking. Under this proposal people convicted of certain drug or theft crimes could receive increased punishment, such as longer prison sentences. In certain cases, people who possess illegal drugs would be required to complete treatment or serve up to three years in prison. California voters overwhelming supported Proposition 36 with 70.4% of the vote. The ballot succeeded in receiving a yes vote from the majority of voters in all 58 counties in California.

ATTACHMENTS

- 1) November 1, 2024 Federal Update (Platinum Advisors)
- 2) November 1, 2024 State Update (Platinum Advisors)
- 3) November 1, 2024 State Bill Matrix

PLATINUM | ADVISORS

TO: Kate Miller, Executive Director
Napa Valley Transit Authority

FROM: Jessica Aune, Platinum Advisors

RE: Napa Valley Transit Authority October 2024 Monthly Report

DATE: Friday, November 1, 2024

Political and Legislative Update

Three months have passed since President Joe Biden formally announced he would not seek re-election, followed by a swift endorsement of Vice President Kamala Harris as the Democratic nominee. Since then, the race between VP Harris and former President Donald Trump has narrowed to a near-dead heat. Results in seven states – Nevada, Arizona, Wisconsin, Michigan, Pennsylvania, North Carolina, and Georgia – will largely determine the outcome of the election.

In recent days, both campaigns have delivered their final arguments to voters. VP Harris has worked to contrast herself with former President Trump, arguing that her administration will seek common ground across the political spectrum to pass legislation that would lower costs for working and middle-class Americans. Concurrently, Trump has presented a populist vision of a 'stronger America' characterized by new tariffs on imported goods and a more secure southern border.

The Harris campaign has focused her messaging during the final days of the campaign on democracy and reproductive health access while the Trump campaign hopes that frustrations with inflation and other economic pressures will drive certain historically left-leaning voters, including men of color, to vote for the former president.

Members of both Chambers also spent October on the campaign trail as control of both the House and Senate hangs in the balance. Democratic Leader Chuck Schumer and DSCC Chairman Gary Peters have a monumental task of protecting 23 Democratic incumbent members including seats in reliable red states such as Montana and Ohio as well as swing states including Arizona, Nevada, Wisconsin, Michigan and Pennsylvania. With Senator Manchin's retirement guaranteeing that Republicans will pick up a seat in West Virginia, it is anticipated that Republicans could gain control of the Senate in January 2025. Due to the most recent redistricting, there are limited competitive districts in the House and only 18 districts that President Biden won in 2020 currently held by Republicans. The road to the majority for Democrats will run through New York and California and they will need to make significant gains in those state to win the Speaker's gavel.

While it may take several days after Election Day to determine which party will control the White House, Senate, and House of Representatives, lawmakers will return to Capitol Hill the week of November 11 to complete work on government funding. In the wake of the destruction left behind by Hurricanes Helene and Milton, the Federal

Highway Administration (FHWA) has warned lawmakers that the agency's federal highway emergency fund is running on low levels. With hurricane season not over for another month and an increase in the destructive nature of natural disasters, Congress could have to bolster funding levels in its Transportation-HUD appropriations bill or a separate supplemental disaster relief bill. Lawmakers must also pass a short-term extension of Farm Bill programs set to expire at the end of the year and the annual National Defense Authorization Act.

Pending Legislation of Interest

H.R.125 — To prohibit the imposition of mask mandates on public transportation.

Sponsor: Biggs, Andy [Rep.-R-AZ-5]

Introduced: 1/9/2023

H.R.327 — To reduce the tax credit for new qualified plug-in electric drive motor vehicles by State subsidies for these vehicles.

Sponsor: Estes, Ron [Rep.-R-KS-4]

Introduced: 1/12/2023

H.R.490 — To establish the Federal Infrastructure Bank to facilitate investment in, and the long-term financing of, economically viable U.S. infrastructure projects that provide a public benefit.

Sponsor: Webster, Daniel [Rep.-R-FL-11]

Introduced: 1/24/2023

S.63 — A bill to adjust the effective date for application of certain amendments made with respect to the credit for new clean vehicles.

Sponsor: Manchin, Joe, III [Sen.-D-WV]

Introduced: 1/25/202

H.R.495 — To amend the National Environmental Policy Act of 1969 to authorize assignment to States of Federal agency environmental review responsibilities.

Sponsor: Calvert, Ken [Rep.-R-CA-41]

Introduced: 1/25/2023

H.R.852 — To direct the Attorney General to establish a grant program for civilian traffic violation enforcement.

Sponsor: Rep. Torres, Ritchie [D-NY-15]

Introduced: 2/06/2023

H.R.873 — To authorize the Administrator of the Environmental Protection Agency to award grants and contracts for projects that use emerging technologies to address threats to water quality, and for other purposes.

Sponsor: Rep. Donalds, Byron [R-FL-19]

Introduced: 2/08/2023

S.352 — Highway Formula Modernization Act of 2023

Sponsor: Kelly, Mark [Sen.-D-AZ]

Introduced: 2/09/2023

H.R. 1500 – To establish a program to use anonymized data from third party entities to inform infrastructure planning decisions and improve transportation management capabilities.

Sponsor: Graves, Garret [Rep.-R-LA-6]

Introduced: 3/09/2023

Status: Advanced from T&I Committee

H.R.1665 — To direct the Secretary of Transportation to establish a program to provide grants to local governments to install publicly accessible safety charging stations for electric bicycles and scooters, and for other purposes.

Sponsor: Velazquez, Nydia M. [Rep.-D-NY-7]

Introduced: 03/17/2023

S.876 — A bill to establish a 90-day limit to file a petition for judicial review of a permit, license, or approval for a highway or public transportation project, and for other purposes. Sponsor: Cruz, Ted [Sen.-R-TX]

Introduced: 03/21/2023

H.R.1668 — To amend title 23, United States Code, with respect to the highway safety improvement program, and for other purposes.

Sponsor: Blumenauer, Earl [Rep.-D-OR-3]

Introduced: 03/21/2023

H.R.2664 —Transportation Innovation Coordination Act

Sponsor: DelBene, Suzan K. [Rep.-D-WA-1]

Introduced: 04/18/2023

H.R.3082 - MOBILE Act

Sponsor: Cohen, Steve [D-TN-9]

Introduced: 05/05/2023

S.1535 — A bill to require the Administrator of the Federal Aviation Administration to promulgate regulations to allow the transport of firefighters on board a covered aircraft operated on a mission to suppress a wildfire, and for other purposes.

Sponsor: Kelly, Mark [Sen.-D-AZ]

Introduced: 05/10/2023

H.R.3411 - To increase access to higher education by providing public transit grants. Sponsor: Fitzpatrick, Brian K. [R-PA-1]

Introduced: 05/17/2023

[H.R.3468](#) — **To direct the Secretary of Energy to establish a grant program to facilitate electric vehicle sharing services operated at public housing projects, and for other purposes.** Sponsor: Barragan, Nanette Diaz [D-CA-44]
Introduced: 05/18/2023

[H.R.3785](#) — **To amend title 23, United States Code, to require that public employees perform construction inspection work for federally funded highway projects, and for other purposes.**
Sponsor: Rep. Garamendi, John [D-CA-8]
Introduced: 06/01/2023

[H.R.3845](#) — **To amend title 23, United States Code, to increase accessible transportation for individuals with disabilities.**
Sponsor: Titus, Dina [Rep.-D-NV-1]
Introduced: 06/06/2023

[H.R.3896](#) — **To establish an airport infrastructure resilience pilot program.**
Sponsor: Cohen, Steve [Rep.-D-TN-9]
Introduced: 06/07/2023

[S.1929](#) — **A bill to direct the Administrator of the Federal Aviation Administration to provide progress reports on the development and implementation of the national transition plan related to a fluorine-free firefighting foam, and for other purposes.**
Sponsor: Peters, Gary C. [Sen.-D-MI]
Introduced: 06/12/2023

[S.1946](#) — **A bill to amend title 49, United States Code, to allow the owner or operator of a small hub airport that is reclassified as a medium hub airport to elect to be treated as a small hub airport, and for other purposes.**
Sponsor: Sen. Blackburn, Marsha [R-TN]
Introduced: 06/13/2023

[S.2075](#) — **A bill to amend the Infrastructure Investment and Jobs Act to modify the Safe Streets and Roads for All program.**
Sponsor: Fetterman, John [Sen.-D-PA]
Introduced: 06/21/2023

[S.Res.274](#) — **A resolution expressing the sense of the Senate to reduce traffic fatalities to zero by 2050.**
Sponsor: Blumenthal, Richard [Sen.-D-CT]
Introduced: 06/22/2023

[H.R.4598](#) — **To provide for disadvantaged business enterprise supportive services programs at modal administrations of the Department of Transportation, and for other purposes.**

Sponsor: Aguilar, Pete [Rep.-D-CA-33]

Introduced: 07/13/2023

[H.R.4621](#) — **To improve the environmental review process for highway projects through the use of interactive, digital, cloud-based platforms, and for other purposes.**

Sponsor: Johnson, Dusty [R-SD-At Large]

Introduced: 07/13/2023

[H.R.4636](#) — **To direct the Secretary of Transportation to establish a Wireless Electric Vehicle Charging Grant Program, and for other purposes.**

Sponsor: Stevens, Haley M. [Rep.-D-MI-11]

Introduced: 07/14/2023

[H.R.4728](#) — **To amend title 49, United States Code, to provide for free public transportation for individuals who are recently released from incarceration.**

Sponsor: Cleaver, Emanuel [Rep.-D-MO-5]

Introduced: 07/20/2023

[H.R.4857](#) — **Equitable Transit Oriented Development Support Act**

Sponsor: DeSaulnier, Mark [Rep.-D-CA-10]

Introduced: 07/25/2023

[S.2480](#) — **CHARGE Act of 2023**

Sponsor: Markey, Edward J. [Sen.-D-MA]

Introduced 07/25/2023

[H.R.4908](#) — **Expedited Federal Permitting for California Act**

Sponsor: Garamendi, John [Rep.-D-CA-8]

Introduced: 07/26/2023

[H.R.4982](#) — **Tolling Transparency Act of 2023**

Sponsor: Chavez-DeRemer, Lori [Rep.-R-OR-5]

Introduced: 07/27/2023

[H.R.5154](#) — **CHARGE Act of 2023**

Sponsor: Ocasio-Cortez, Alexandria [Rep.-D-NY-14]

Introduced: 08/04/2023

[H.R.5242](#) — **CONNECT Act of 2023**

Sponsor: Pettersen, Brittany [Rep.-D-CO-7]

Introduced: 08/18/2023

H.R.5359 — Rural Development Modernization Act

Sponsor: Costa, Jim [Rep.-D-CA-21]

Introduced: 09/08/2023

[H.R.5437](#) — Protecting Infrastructure Investments for Rural America Act

Sponsor: Finstad, Brad [Rep.-R-MN-1]

Introduced: 09/13/2023

[S.2855](#) — A bill to modernize and streamline the permitting process for broadband infrastructure on Federal land, and for other purposes.

Sponsor: Barrasso, John [Sen.-R-WY]

Introduced: 09/20/2023

[H.R.5656](#) — To amend the Internal Revenue Code of 1986 to provide a tax credit for new off-road plug-in electric vehicles.

Sponsor: Phillips, Dean [Rep.-D-MN-3]

Introduced: 09/21/2023

[S.2882](#) — Stop EV Freeloading Act

Sponsor: Fischer, Deb [Sen.-R-NE]

Introduced: 09/21/2023

[H.R.5859](#) — To direct the Secretary of Transportation to establish a program to provide grants to protection and advocacy systems to advocate for individuals with disabilities to access transportation, and for other purposes.

Sponsor: Wilson, Frederica S. [Rep.-D-FL-24]

Introduced: 09/29/2023

[H.R.5980](#) — To amend title 49, United States Code, to authorize state of good repair grants to be used for public transportation resilience improvement, and for other purposes. Sponsor: Espaillat, Adriano [Rep.-D-NY-13]

Introduced: 10/18/2023

[S.3080](#) — Resilient Transit Act of 2023

Sponsor: Gillibrand, Kirsten E. [Sen.-D-NY]

Introduced: 10/18/2023

[H.R.6178](#) — Bidirectional Electric Vehicle Charging Act of 2023

Sponsor: Brownley, Julia [Rep.-D-CA-26]

Introduced: 11/02/2023

[H.R.6199](#) — Build More Housing Near Transit Act of 2023

Sponsor: Peters, Scott H. [Rep.-D-CA-50]

Introduced: 11/02/2023

[S.3216](#) — Build More Housing Near Transit Act of 2023

Sponsor: Schatz, Brian [Sen.-D-HI]

Introduced: 11/02/2023

[S.3246](#) — Building Safer Streets Act

Sponsor: Fetterman, John [Sen.-D-PA]

Introduced: 11/07/2023

[H.R.6376](#) — To require certain grant recipients of transit and highway transportation projects to establish and contribute to a business uninterrupted monetary program fund, and for other purposes.

Sponsor: Correa, J. Luis [Rep.-D-CA-46]

Introduced: 11/13/2023

[H.R.6665](#) — To amend the Internal Revenue Code of 1986 to eliminate certain fuel excise taxes and impose a tax on greenhouse gas emissions to provide revenue for maintaining and building American infrastructure, and for other purposes.

Sponsor: Fitzpatrick, Brian K. [Rep.-R-PA-1]

Introduced: 12/07/2023

[S.3477](#) — A bill to increase access to higher education by providing public transit grants. Sponsor: Casey, Robert P., Jr. [Sen.-D-PA]

Introduced: 12/12/2023

[H.R.6964](#) — To establish limitations on advanced payments for bus rolling stock, and for other purposes.

Sponsor: Fischbach, Michelle [Rep.-R-MN-7]

Introduced: 01/11/2024

[H.R.6997](#) — Disaster Contract Improvement Act

Sponsor: LaLota, Nick [Rep.-R-NY-1]

Introduced: 01/16/2024

[S.3605](#) — A bill to require the Secretary of Transportation to develop guidelines and best practices for local evacuation route planning, and for other purposes.

Sponsor: Padilla, Alex [Sen.-D-CA]

Introduced: 01/17/2024

[H.R.7009](#) — Securing Airport Facilities for Enhanced Parking Act

Sponsor: Caraveo, Yadira [Rep.-D-CO-8]

Introduced: 01/17/2024

[H.R.7012](#) — Transit Emergency Relief Act

Sponsor: D'Esposito, Anthony [Rep.-R-NY-4]

Introduced: 01/17/2024

[H.R.7039](#) — To amend title 49, United States Code, to establish a program to provide grants to eligible recipients for eligible operating support costs of public transportation, and for other purposes.

Sponsor: Johnson, Henry C. "Hank," Jr. [Rep.-D-GA-4]

Introduced: 01/18/2024

[H.R.7191](#) — **Save Our Pedestrians Act of 2024**

Sponsor: Carey, Mike [Rep.-R-OH-15]

Introduced: 02/01/2024

[H.R.7273](#) — **UNPLUG EVs Act**

Sponsor: Burlison, Eric [Rep.-R-MO-7]

Introduced: 02/07/2024

[H.R.7286](#) — **GREEN Streets Act**

Sponsor: Huffman, Jared [Rep.-D-CA-2]

Introduced: 02/07/2024

[H.R.7504](#) — **To expand and modify the grant program of the Department of Veterans Affairs to provide innovative transportation options to veterans in highly rural areas, and for other purposes.**

Sponsor: Perez, Marie Gluesenkamp [Rep.-D-WA-3]

Introduced: 02/29/2024

[H.R.7548](#) — **Small Business Transportation Investment Act of 2024**

Sponsor: Miller, Carol D. [Rep.-R-WV-1]

Introduced: 03/05/2024

[S.3924](#) — **Bus Rolling Stock Modernization Act of 2024**

Sponsor: Smith, Tina [Sen.-D-MN]

Introduced: 03/12/2024

[H.R.7980](#) — **End Chinese Dominance of Electric Vehicles in America Act of 2024**

Sponsor: Miller, Carol D. [Rep.-R-WV-1]

Introduced: 04/15/2024

Latest Action: House - 04/17/2024 Ordered to be Reported in the Nature of a Substitute

(Amended) by the Yeas and Nays: 22 - 18.

[H.R.8121](#) — **To amend the Intermodal Surface Transportation Efficiency Act of 1991 to prohibit congestion or cordon pricing in a value pricing program, and for other purposes.** Sponsor: Malliotakis, Nicole [Rep.-R-NY-11]

Introduced: 04/23/2024

[H.R.8253](#) — **To establish a green transportation infrastructure grant program, and for other purposes.**

Sponsor: Garcia, Robert [Rep.-D-CA-42]

Introduced: 05/06/2024

[S.4277](#) — **A bill to establish a green transportation infrastructure grant program, and for other purposes.**

Sponsor: Warren, Elizabeth [Sen.-D-MA]

Introduced: 05/07/2024

[S.4299](#) — **A bill to require the Secretary of Transportation to issue a rule relating to the collection of crashworthiness information under the New Car Assessment Program of the National Highway Traffic Safety Administration, and for other purposes.**

Sponsor: Fischer, Deb [Sen.-R-NE]

Introduced: 05/09/2024

[S.4316](#) — **Moving Transit Forward Act of 2024**

Sponsor: Van Hollen, Chris [Sen.-D-MD]

Introduced: 05/09/2024

Latest Action: Senate - 07/31/2024 Committee on Banking, Housing, and Urban Affairs. Hearings held.

[H.R.8349](#) — **To establish the position of National Roadway Safety Advocate within the Department of Transportation, and for other purposes.**

Sponsor: Cohen, Steve [Rep.-D-TN-9]

Introduced: 05/10/2024

[H.R.8357](#) — **To provide that not less than 3 percent of the amounts made available for certain Federal-aid highway programs shall be expended through veteran owned small business concerns, and for other purposes.**

Sponsor: Kim, Andy [Rep.-D-NJ-3]

Introduced: 05/10/2024

[H.R.8486](#) — **To direct the Secretary of Transportation, in coordination with the Secretary of Housing and Urban Development, to establish a thriving communities grant program.** Sponsor: Torres, Norma J. [Rep.-D-CA-35]

Introduced: 05/21/2024

[S.4389](#) — **A bill to amend the Internal Revenue Code of 1986 to promote the increased use of renewable natural gas, to reduce greenhouse gas emissions and other harmful transportation-related emissions that contribute to poor air quality, and to increase job creation and economic opportunity throughout the United States.**

Sponsor: Tillis, Thomas [Sen.-R-NC]

Introduced: 05/22/2024

[S.4422](#) — **A bill to require original equipment manufacturers of digital electronic equipment to make available certain documentation, diagnostic, and repair information to independent repair providers, and for other purposes.**

Sponsor: Lujan, Ben Ray [Sen.-D-NM]

Introduced: 05/23/2024

[H.R.8737](#) — **To amend the Infrastructure and Investment and Jobs Act to repeal the authority of the Secretary of Energy and the Secretary of Transportation to maintain an electric vehicle working group, and for other purposes.**

Sponsor: Ogles, Andrew [Rep.-R-TN-5]

Introduced: 06/13/2024

[S.4989](#) — **RECHARGE Act**

Sponsor: Merkley, Jeff [Sen.-D-OR]

Introduced: 08/01/2024

[H.R.9408](#) — **Pedestrian Protection Act**

Sponsor: Scanlon, Mary Gay [Rep.-D-PA-5]

Introduced: 08/23/2024

[H.R.9531](#) — **To make projects in certain counties eligible for funding under the rural surface transportation grant program, and for other purposes.**

Sponsor: Valadao, David G. [Rep.-R-CA-22]

Introduced: 09/10/2024

[H.R.9536](#) — **To amend title 23, United States Code, and the Infrastructure Investment and Jobs Act with respect to vehicle roadside accidents, and for other purposes.**

Sponsor: Carter, Troy A. [Rep.-D-LA-2]

Introduced: 09/11/2024

[S.5038](#) — **Stop CARB Act of 2024**

Sponsor: Lee, Mike [Sen.-R-UT]

Introduced 09/12/2024

[H.R.9574](#) — **To amend the Clean Air Act to eliminate a waiver under that Act, to eliminate an authorization for States to use new motor vehicle emission and new motor vehicle engine emissions standards identical to standards adopted in California, and for other purposes.** Sponsor: Nehls, Troy E. [Rep.-R-TX-22]

Introduced: 09/12/2024

[H.R.9652](#) — **To incentivize innovative transportation corridors to reduce carbon and GHG emissions, to provide a tax structure that allows for certain investments in public transportation systems, and to enable the fossil fuel workforce to transition to sustainable work sectors.**

Sponsor: DeSaulnier, Mark [Rep.-D-CA-10]

Introduced: 09/18/2024

[H.R.9888](#) — **To direct the Secretary of Transportation to update guidance for the National Electric Vehicle Infrastructure Formula Program to increase the flexibility of States related to the location of electric vehicle charging infrastructure, and for other purposes.**

Sponsor: Trone, David J. [Rep.-D-MD-6]

Introduced: 09/27/2024

[H.R.10051](#) — **Driver Technology and Pedestrian Safety Act of 2024**

Sponsor: Mullin, Kevin [Rep.-D-CA-15]

Introduced: 10/25/2024

Executive Branch

Department of Transportation (DOT)

DOT [announced](#) a \$544.6 million loan through the Build America Bureau to the San Francisco Bay Area Rapid Transit District (BART) for 775 new passenger railcars. The new railcars are part of a \$2.2 billion expansion and upgrade of the entire BART system.

DOT [announced](#) more than \$4.2 billion in funding through two major discretionary grant programs, the National Infrastructure Project Assistance (Mega) grant program and the Infrastructure for Rebuilding America (INFRA) grant program. A total of 44 projects were selected in this round of funding, including projects that improve safety, mobility, and economic competitiveness, constructing major bridges, expanding port capacity, redesigning interchanges, and more.

Federal Transit Administration (FTA)

FTA [announced](#) that the University of Cincinnati will receive approximately \$5.1 million to promote the adoption of digital platforms that speed up and improve the delivery of transit construction projects while reducing costs. Funded by the Bipartisan Infrastructure Law, the program will test digital systems that manage the entire construction life cycle of transit infrastructure projects, leading to increased efficiency and improved project outcomes.

FTA [announced](#) an \$84.9 million grant award to the city of Rochester, Minnesota, to build faster, more reliable, all-electric bus service in the city. With seven stations, the 2.8-mile bus rapid transit (BRT) Link will operate along more than half of the route in dedicated bus-only lanes and receive priority at traffic lights for the remainder of the route.

FTA [finalized](#) Bipartisan Infrastructure Law requirements allowing State Safety Oversight Agencies (SSOAs) to conduct inspections of rail transit agencies without warning and requiring SSOAs to include inspection programs in their program standards and collect metrics and data that better explain rail transit safety.

FTA [announced](#) a \$149.9 million grant award to the Regional Transportation District (RTD) in Denver, Colorado, a major step forward for the agency's plans to build a bus rapid transit (BRT) line along one of the city's busiest corridors. The 8.6-mile BRT line aims to improve the experience for transit riders with several miles of dedicated bus-only lanes, traffic lights that will automatically turn green for buses, and faster boarding.

Federal Highway Administration (FHWA)

FHWA [announced](#) more than \$96.5 million in grants to 16 states for 20 projects under the Advanced Transportation Technology and Innovation (ATTAIN) program. The grants will fund technology-based and multimodal solutions that improve the travel experience for millions of Americans who use our highway and transit systems, including in disadvantaged communities that have lacked investment and resources.

Federal Aviation Administration (FAA)

FAA [announced](#) \$970 million through the Bipartisan Infrastructure Law to 125 U.S. airports, including funding for new baggage systems, larger security checkpoints, increasing gate capacity, and modernizing aging infrastructure throughout terminals and ground transportation.

Build America Bureau

The Build America Bureau [issued](#) a Notice of Funding Opportunity (NOFO) announcing the availability of up to \$10 million in grants for participants in the Regional Infrastructure Accelerators Program (RIA). The program funds technical resources, planning, and project development to expedite regional transportation infrastructure through innovative financing and delivery methods, including public-private partnerships.

Joint Office of Energy and Transportation (Joint Office)

The Joint Office [announced](#) the opening of the nation's first Electric Vehicle Charger Reliability and Accessibility (EVC-RAA) funded electric vehicle (EV) charging project in Blue Earth, Minnesota. The EVC-RAA funds were used to upgrade a previous fast charger to a higher power level charger with one Combined Charging System connector and one CHAdeMO port. The EVC-RAA grant program has made nearly \$150 million available for American communities to repair roughly 4,500 existing EV charging ports as a part of a White House-led goal of having 500,000 EV chargers in the ground and operating by 2030.

PLATINUM | ADVISORS

November 1, 2024

TO: Kate Miller, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

Fiscal Outlook: The Department of Finance’s monthly revenue bulletins continue to illustrate a stable fiscal outlook. The month of August receipts were \$710 million, or 5.5 percent, above the Budget Act forecast for August. In September, General Fund cash receipts were \$2.4 billion, or 16 percent, above the Budget Act forecast. This overage was driven by quarterly personal income tax and corporation tax payments which were \$1.8 billion and \$557 million higher, respectively.

For the fiscal year to date, General Fund cash receipts were \$7.3 billion above projections, but this includes an accounting correction of \$3.2 billion attributed to cash collected during the 2023-24 fiscal year. These higher revenue numbers contributed to the Governor’s confidence when he announced expanding California Film & Television Tax Credit Program from \$330 million to \$750 million annually.

The next big step on the state’s fiscal outlook is the release of the LAO’s budget update and outlook that will be released sometime in November.

CAPTI: CalSTA opened the public comment period on the proposed revisions to the Climate Action Plan for Transportation Infrastructure (CAPTI). Comments can be submitted from November 1st to December 13th by emailing CAPTI@calsta.ca.gov. The revised plan will be finalized in early 2025, and will reflect the first updated to CAPTI since it was adopted in July 2021.

While the update is still subject to public comment, among the proposed amendments to CAPTI include the following:

- Commits Caltrans to the development and release of the Statewide Express Mobility Plan, in consultation with the Roadway Pricing Working Group and the Equity Advisory Committee. The Plan will outline the role of roadway pricing and include a clear roadmap for expanding facilities-based pricing mechanisms.

- If funding is secured Caltrans will develop a prioritization methodology for climate adaptation projects currently identified in Caltrans District plans. If Caltrans is successful in receiving funds, Caltrans will work with regional partners and stakeholders to develop the methodology. Caltrans will also continue its work to meet its climate change adaptation performance objectives to be identified in the upcoming 2024-2028 update to the Caltrans Strategic Management Plan. These objectives include decreasing closures on the State Highway System associated with climate impacts.
- Commits CalSTA and GO-Biz (California Governor’s Office of Business and Economic Development) to establish a Central Delivery Team to support zero-emission freight infrastructure planning and implementation, including carrying out the actions identified in the California Transportation Commission’s (CTC’s) Clean Freight Corridor Efficiency Assessment.
- Create a statewide VMT mitigation bank or exchange program. This new action commits the Governor’s Office of Land Use and Climate Innovation (LCI) to explore creating a statewide exchange or bank and to create guidance and technical assistance that will support local and regional agencies in creating mitigation exchanges and banks at a regional or local level.

Transit Exemption: The California Air Resources Board (CARB) is developing several “targeted” changes to the Advanced Clean Fleet Rule. While the rule already includes language exempting transit operators that are subject to the Innovative Clean Transit Rule until 2030, CARB staff is proposing to revise the existing exemption language. CARB is expected to adopt the revisions at a meeting early next year.

CARB staff is seeking comments from transit operators on the proposed changes that are intended to clarify the application of the exemption. Under the current rule, the transit exemption is stated as follows:

Transit agencies subject to the Innovative Clean Transit regulations commencing with title 13, CCR, section 2023 are not subject to any section of this article until January 1, 2030.

In amending the rule, CARB is proposing to amend the exemption language as follows:

Any vehicle that meets the criteria specified in section 2013(t)(1) or (2) below that are owned by transit agencies subject to the Innovative Clean Transit regulations commencing with title 13, CCR, section 2023 is not subject to any section of this article until January 1, 2030:

1. Vehicles that directly support and maintain transit service operations a majority of the time; or

2. Vehicles that provide transit passenger transportation services a majority of the time.

If NVTA has any questions, comments, or concerns about this proposed amendment, please let me know, and we can schedule a meeting with CARB staff to discuss.

PLATINUM | ADVISORS

November 1, 2024

ATTACHMENT 3
 NVTB Board Item 11.5
 November 20, 2024

TABLE 1: BOARD ADOPTED POSITIONS

	Subject	Status	Board Position
<p>AB 817 (Pacheco D) Open meetings: teleconferencing: subsidiary body</p>	<p>AB 817 would authorize a “subsidiary body” to remotely hold a public meeting if specified conditions are met.</p> <p><i>AB 817 failed passage in the Senate Local Government Committee because the author would not accept all the amendments proposed by the Committee. Reconsideration of the bill was granted in the event the author changes her mind.</i></p> <p>The Committee proposed several amendments to narrow the application of the bill to specific types of advisory bodies, which the author accepted. However, there were two amendments the author would not accept. This resulted in the chair voting “no” causing the rest of the committee to hold off, or vote no. The two changes that are holding up this bill include the following:</p> <ul style="list-style-type: none"> • The provisions of the bill would not apply to advisory bodies where the members are compensated. • Require a quorum to be present at a single public location; however, members of the body that have “specific needs” may count toward the quorum even if they participate remotely. 	<p>Senate Local Government</p> <p>Failed Passage</p> <p>Dead</p>	<p>SUPPORT</p>
<p>AB 1837 (Papan D) San Francisco Bay area: public transportation.</p>	<p>AB 1837 remains in the Senate Transportation Committee and will not be moving forward this year.</p> <p>This bill would codify the existing Regional Network Manager Council that consists of specified Bay Area transit general managers. The bill would require MTC to create a council consisting of 11 representatives that would</p>	<p>Senate Transportation</p> <p>Dead</p>	<p>Watch</p>

	Subject	Status	Board Position
	<p>consist of the general managers from the large operators plus 4 additional general managers selected by specified general managers.</p> <p>The bill charges the Council to represent the interests of its stakeholders, provide critical input on regional transit policies, and provide guidance on regional transit policies and plans.</p>		
<p><u>AB 1904</u> (Ward D) Transit buses: yield right-of-way sign.</p>	<p>Existing law allows Santa Clara VTA and Santa Cruz Metropolitan Transit District to equip buses with a “yield right-of-way” sign to inform motorists when the bus re-entering a traffic lane.</p> <p>AB 1904 would expand the above authorization to allow any transit operators to equip its bus with yield right-of-way signs. Under AB 1904 these signs could be an illuminated sign or a static decal.</p>	<p>Signed Into Law Chapter #555, Statutes of 2024</p>	Support
<p><u>AB 2719</u> (Wilson D) Vehicles: commercial vehicle inspections.</p>	<p>AB 2719 was approved unanimously by the Assembly Committee on Transportation.</p> <p>This bill creates an alternative safety inspection process for public transit vehicles to ensure their safety and maintains the transit agency's ability to provide reliable, on-time transit service.</p> <p>AB 2719 is sponsored by NVRTA and SolTrans. The purpose of this bill is to create an alternative inspection process that will exempt public transit buses from being required to stop at any roadside inspection station.</p>	<p>Assembly Appropriations</p> <p>Held on Suspense File</p> <p>Dead</p>	Co-Sponsor
<p><u>AB 2824</u> (McCarty D) Battery; Public Transportation Provider</p>	<p>As amended, AB 2824 would expand the application of existing provisions for battery of a bus operator to also include an agent, employee, or contractor to a public transit operator. The existing penalty for battery includes a fine of up to \$10,000, or up to one year in county jail, or both. The bill would also include imprisonment in state prison for up to 16 months, or 2 years, or 3 years.</p>	<p>Assembly Public Safety</p> <p>Dead</p>	Support

	Subject	Status	Board Position
	AB 2824 will not move forward this year. The author and the sponsors could not reach an agreement on adding provisions to the bill to allow transit operators to issue prohibition orders.		
AB 3214 (Fong, Mike D) Public transit: advertising.	AB 3214 would require the state to prioritize purchasing advertising space offered by public transit operators when implementing a public awareness campaign. This measure will not move forward this year. The author and sponsors will pursue an administrative solution before seeking legislation.	Assembly Transportation Dead	Support
SB 537 (Becker D) City and County of Los Angeles: memorial to forcibly deported Mexican Americans and Mexican immigrants.	SB 537 was removed from the Inactive File and then gutted and amended. As amended, the bill would grant permission to construct a memorial on state property in Los Angeles. The prior version of the bill provided some flexibility for remote participation in public meetings by multi-jurisdictional, cross-county local agencies with appointed members. These provision have been removed.	Signed Into Law Chapter #859, Statutes of 2024	WATCH (prior version)
SB 769 (Gonzalez D) Local government: fiscal and financial training	SB 769 would require, if a local agency provides any type of compensation, or expense reimbursement to members of its legislative body, to provide the members of the legislative body at least two hours of fiscal and financial training at least once every two years. Fiscal and financial training is defined to include the following: <ul style="list-style-type: none"> • Laws and principles relating to financial administration and short-and long-term fiscal management, • Laws and principles relating to capital financing and debt management, pensions and other postemployment benefits, and cash management and investments. 	Assembly Appropriations Held on Suspense File Dead	Watch

	Subject	Status	Board Position
	<ul style="list-style-type: none"> General fiscal and financial planning principles and any pertinent laws relevant to the local agency official's public service and role in overseeing the local agency's operations. 		
SB 925 (Wiener D) San Francisco Bay area: local revenue measure: transportation improvements.	<p>SB 925 was a spot bill that included intent language stating that this bill would authorize MTC to propose a revenue measure to fund the operation, expansion, and transformation of the public transportation system, and other transportation improvements.</p> <p>SB 1031 later became the vehicle for the regional funding measure. SB 925 was amended to address the sale of goods in public spaces in San Francisco.</p>	Assembly Appropriations Held of Suspense File Dead	Watch (prior version)
SB 926 (Wahab D) San Francisco Bay area: public transportation.	<p>SB 926 directs CalSTA to develop a plan to consolidate all transit operations in the Bay Area. The content of this bill has been added to SB 1031.</p>	Senate Transportation Dead	Watch
SB 947 (Seyarto R) Department of Transportation: state highway projects: agreements with public entities: project design changes.	<p>SB 947 would add to the project cost agreement between a local entity and Caltrans a requirement making Caltrans responsible for any additional costs associated with a new project design adopted by Caltrans after the project is included in the state transportation improvement program or the state highway operation and protection program.</p>	Senate Transportation Dead	Watch
SB 960 (Wiener D) Transportation: planning: transit priority projects: multimodal.	<p>SB 960 would place in statute the requirement for Caltrans to include "complete street" improvements to transportation projects.</p> <p>The bill was amended on July 3rd to reflect suggested changes by Caltrans. While the amendments provide some flexibility to Caltrans to phase in these requirements, the overall intent of the bill remains in place. Caltrans suggesting amendments bodes well for SB 960 being signed into law.</p>	Signed Into Law Chapter 630, Statutes of 2024	Support

	Subject	Status	Board Position
	<p>This bill also requires inclusion of bicycle, pedestrian, and transit priority facilities in the Transportation Asset Management Plan, the State Highway System Management Plan, and the plain language performance report of the State Highway Operation and Protection Program (SHOPP). This bill requires any project in the SHOPP to include bicycle, pedestrian, and transit priority projects unless a specified exception applies.</p>		
<p>SB 1031 (Wiener D) San Francisco Bay area: local revenue measure: transportation improvements.</p>	<p>Given growing debate over the content of the bill, Senators Wiener and Wahab decided to shelve the bill for this year in order to provide more time to develop a consensus measure that will be introduced next session.</p> <p>SB 1031 enacts the Connect Bay Area Act, which authorizes MTC to impose specified taxes to fund transportation improvements in the San Francisco Bay Area. The bill also grants MTC the authority to condition the allocation of this revenue to transit operators, and the bill directs CalSTA to study the potential consolidation of transit operators or specific functions of transit operators.</p> <p>The goal of SB 1031 is to create a path to long-term operational stability for Bay Area transit systems, while also investing in transit capital needs and in our roads.</p>	<p>Assembly Desk</p> <p>Dead</p>	<p>Support</p>