



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: Board of Directors
FROM: Danielle Schmitz, Executive Director
REPORT BY: Danielle Schmitz, Executive Director
(707) 259-5968 / Email: dschmitz@nvta.ca.gov
SUBJECT: Federal and State Legislative Update

RECOMMENDATION

That the Napa Valley Transportation Authority (NVRTA) Board receives the Federal Legislative update, State Legislative Update, and the updated Bill Matrix.

BACKGROUND

Federal Update:

With Congress back from summer recess, they will have less than one month to avert a government shutdown before federal funding expires at the end of September. Without an agreement on top-line spending levels between the Senate and House Appropriations Committees, a continuing resolution funding measure will be necessary. More moderate members of the House Republican Conference would prefer a short-term continuing resolution with the goal of passing a long-term appropriations package. However, the Trump administration would like a full year continuing resolution to allow for the administration greater leeway to determine how authorized funds are spent. A full year continuing resolution may come with community project funding requests (earmarks).

State Update:

The state legislature returned from their summer break on August 18th for their final month of session. The first two weeks of September will be a mad dash to get bills over the finish line. September 9th was the last day to amend a bill on the floor. The hot topic at the state level is Cap-and-Invest (formerly Cap-and-Trade) reauthorization and extension. While there is consensus between the Governor and Senate and Assembly leadership on extending and renaming the cap-and-trade program, the details and allocation of auction proceeds remain in limbo.

Transit funding programs like, Low Carbon Transit Operations Program (LCTOP) and Transit and Intercity Rail Capital Program (TIRCP) are important to NVTa and other transit operators across the state. In addition, the Cap-and-Trade has funded programs like the Affordable Housing Sustainable Communities (AHSC) grant which has provided funding for affordable housing and transit improvements in Napa. The Cap-and-Trade program generates roughly \$5 billion annually. Currently the Cap-and-Invest proposal sets aside \$1 billion annually for high-speed rail and \$1.5 billion annually for CalFire operations, the remaining \$2.5 billion is what is being fleshed out in Sacramento.

State Bill Matrix:

Senate Bill 697 (Wilson) which authorizes the State Route 37 corridor project to take fully protected species to construct the Sears Point to Mare Island Improvement Project, was voted off the senate floor on September 4th and sent to the Governor's desk for signature.

ATTACHMENTS

- 1) September 2, 2025 Federal Update (Platinum Advisors)
- 2) September 2, 2025 State Update (Platinum Advisors)
- 3) September 2, 2025 State Bill Matrix (Platinum Advisors)

PLATINUM | ADVISORS

TO: Danielle Schmitz, Executive Director
Napa Valley Transit Authority

FROM: Jessica Aune, Platinum Advisors

RE: Napa Valley Transit Authority August 2025 Monthly Report

DATE: Tuesday, September 2, 2025

State of Play and Congressional Update:

Over the duration of Congress' month-long August recess, lawmakers have focused their work on touring their districts and meeting with constituents to discuss the passage of President Trump's *One Big, Beautiful Bill*. Near-constant media coverage of the National Guard's deployment to Washington, D.C. and redistricting efforts in Texas and California has offered Senate and House GOP leadership a reprieve from commentary on the state of negotiations concerning the FY 2026 federal budget.

Lawmakers will have less than a month upon returning to Washington to avert a government shutdown before federal funding expires at the end of September. Both chambers have only passed a handful of FY 2026 appropriations bills, excluding several more contentious packages that are typically more difficult to pass along bipartisan lines. Without an agreement on top-line spending levels between the Senate and House Appropriations Committees, it's increasingly likely that lawmakers will need to pass a stopgap funding measure to avoid a government shutdown.

Congressional leadership has offered few details of a continuing resolution. More moderate members of the House Republican Conference would prefer a short-term continuing resolution with the goal of passing a long-term appropriations package. However, hardline conservatives have signaled their preference for passing a full-year continuing resolution similar to the FY 2025 funding measure passed in the spring that would provide the Trump administration with greater leeway to determine how authorized funds are spent. An idea that has also been discussed is passing a full-year continuing resolution and including community project funding often referred to as "earmarks," which may help secure the votes necessary to pass such a package.

Concurrently, the Senate is preparing to hold a series of procedural votes on its annual National Defense Authorization Act (NDAA) during the first week of September. The House is anticipated to vote on its own version of the must-pass legislation a few weeks later. Senators also left Capitol Hill without an agreement on fast-tracking a series of confirmation votes on over 100 presidential nominations, including several federal judicial picks. An ongoing debate over procedural tactics used by Senate Democrats to delay confirmation votes could pressure

Senate Majority Leader John Thune (R-SD) into holding a simple majority vote that would allow him to change procedural rules around confirmations – an option referred to as the “nuclear option.”

Pending Legislation of Interest

H.R.81 — To prohibit the imposition of mask mandates on public transportation.

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

Introduced: 01/03/2025

H.R.502 — To ensure the rural surface transportation grant program is accessible to rural areas, and for other purposes.

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

Introduced: 01/16/2025

H.R.546 — To direct the Attorney General to establish a grant program for civilian traffic violation enforcement.

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

Introduced: 01/16/2025

S.161 — A bill to require the Secretary of Transportation to issue rules relating to the testing procedures used under the New Car Assessment Program of the National Highway Traffic Safety Administration, and for other purposes.

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

Introduced: 01/21/2025

S.191 — A bill to require the Secretary of Transportation to modify certain regulations relating to the requirements for commercial driver's license testing and commercial learner's permit holders, and for other purposes.

Sponsor: Lummis, Cynthia M. [Sen.-R-WY]

Introduced: 01/22/2025

H.R.623 — To direct the Secretary of Transportation to modify certain regulations relating to the requirements for commercial driver's license testing and commercial learner's permit holders, and for other purposes.

Sponsor: LaHood, Darin [Rep.-R-IL-16]

Introduced: 01/22/2025

H.R.732 — Disaster Recovery Efficiency Act

Sponsor: Jacobs, Sara [Rep.-D-CA-51]

Introduced: 01/24/2025

H.R.1166 — Decoupling from Foreign Adversarial Battery Dependence Act

Sponsor: Rep. Gimenez, Carlos A. [R-FL-28]

Introduced: 02/10/2025

H.R.1513 — Unplug the Electric Vehicle Charging Stations Program Act

Sponsor: Wied, Tony [Rep.-R-WI-8]

Introduced: 02/21/2025

H.R.1659 — Truck Parking Safety Improvement Act

Sponsor: Bost, Mike [Rep.-R-IL-12]

Introduced: 02/27/2025

H.R.1892 — Wireless Electric Vehicle Charging Grant Program Act of 2025

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

Introduced: 03/05/2025

H.R.2088 — 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: 03/11/2025

S.996 — A bill to amend the Clean Air Act to prevent the elimination of the sale of motor vehicles with internal combustion engines, and for other purposes.

Sponsor: Sen. Mullin, Markwayne [R-OK]

Introduced: 03/12/2025

H.R.2166 — To amend title 23, United States Code, with respect to vehicle weight limitations for certain logging vehicles, and for other purposes.

Sponsor: Wied, Tony [Rep.-R-WI-8]

Introduced: 03/14/2025

H.R.2348 — To direct the Secretary of Transportation to produce and distribute a national public safety messaging campaign, and for other purposes.

Sponsor: Stauber, Pete [Rep.-R-MN-8]

Introduced: 03/25/2025

H.R.2819 — To prohibit the Administrator of the Federal Motor Carrier Safety Administration from issuing a rule or regulation requiring certain vehicles to be equipped with speed limiting devices.

Sponsor: Brecheen, Josh [Rep.-R-OK-2]

Introduced: 04/10/2025

H.R.2992 — To amend title 23, United States Code, and the Infrastructure Investment and Jobs Act with respect to vehicle roadside crashes, work zone safety, and for other purposes.

Sponsor: Carter, Troy A. [Rep.-D-LA-2]
Introduced: 04/24/2025

[S. 1696](#) — **To prohibit the Administrator of the Federal Motor Carrier Safety Administration from issuing a rule or promulgating a regulation requiring certain commercial motor vehicles to be equipped with speed limiting devices, and for other purposes.**

Sponsor: Daines, Steve [Sen.-R-MT]
Introduced: 05/08/2025

[S.1733](#) — **Highway Funding Transferability Improvement Act**
Sponsor: Cramer, Kevin [Sen.-R-ND]
Introduced: 05/13/2025

[H.R.3360](#) — **Driver Technology and Pedestrian Safety Act of 2025**
Sponsor: Mullin, Kevin [Rep.-D-CA-15]
Introduced: 05/13/2025

[H.R.3440](#) — **Traffic Safety Enhancement Act of 2025**
Sponsor: Gillen, Laura [Rep.-D-NY-4]
Introduced: 05/15/2025

[H.R.3449](#) — **Stronger Communities through Better Transit Act**
Sponsor: Johnson, Henry C. "Hank" [Rep.-D-GA-4]
Introduced: 05/15/2025

[H.R.3459](#) — **Empty Lots to Housing Act**
Sponsor: Mullin, Kevin [Rep.-D-CA-15]
Introduced: 05/15/2025

[H.R.3572](#) — **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: 05/21/2025

[H.R.3932](#) — **Rural Upgrades for Road Access and Local Growth Act of 2025**
Sponsor: Scholten, Hillary J. [Rep.-D-MI-3]
Introduced: 06/11/2025

[H.R.3972](#) — **Highway Funding Flexibility Act of 2025**
Sponsor: Johnson, Dusty [Rep.-R-SD-At Large]
Introduced: 06/12/2025

H.R.4170 — To require that certain aspects of bridge projects be carried out by certified contractors, and for other purposes.

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

Introduced: 06/26/2025

S.2299 — Resilient Transit Act of 2025

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

Introduced: 07/16/2025

H.R.4447 — Transit Bus Affordability Act

Sponsor: Frost, Maxwell [Rep.-D-FL-10]

Introduced: 07/16/2025

H.R.4643 — 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: 07/23/2025

H.R.4661 — To amend title 49, United States Code, to clarify the preemption of State laws requiring a human occupant in an automated driving systems-equipped commercial motor vehicle, and for other purposes.

Sponsor: Fong, Vince [Rep.-R-CA-20]

Introduced: 07/23/2025

H.R.4699 — To amend section 405 of title 23, United States Code, to permit a State to use grant funds for the purpose of providing on-bicycle education, and for other purposes.

Sponsor: Magaziner, Seth [Rep.-D-RI-2]

Introduced: 07/23/2025

H.R.4719 — To direct the Secretary of Transportation to carry out a grant program to support efforts to provide fare-free transit service, and for other purposes.

Sponsor: Pressley, Ayanna [Rep.-D-MA-7]

Introduced: 07/23/2025

H.R.4776 — To amend the National Environmental Policy Act of 1969 to clarify ambiguous provisions and facilitate a more efficient, effective, and timely environmental review process.

Sponsor: Westerman, Bruce [Rep.-R-AR-4]*

**Rep. Westerman is Chair of the House Natural Resources Committee*

Introduced: 07/25/2025

[S.2635](#) — Transportation Emergency Relief Extension Act

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

Introduced: 07/31/2025

[H.R.4847](#) — Transportation Emergency Relief Extension Act

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

Introduced: 08/01/2025

[H.R.4900](#) — Safe Transit Accountability Act

Sponsor: Smucker, Lloyd [Rep.-R-PA-11]

Introduced: 08/05/2025

[H.R.4904](#) — PHASE Act of 2025 (Pedestrian Hazard, Awareness and Safety Expansion Act of 2025)

Sponsor: Torres, Norma J. [Rep.-D-CA-35]

Introduced: 08/05/2025

[H.R.4926](#) — Highway Funding Transferability Improvement Act

Sponsor: Hageman, Harriet M. [Rep.-R-WY-At Large]

Introduced: 08/08/2025

[H.R.5024](#) — Transit Funding Flexibility Act

Sponsor: Lawler, Michael [Rep.-R-NY-17]

Introduced: 08/22/2025

Executive Branch

Department of Transportation (DOT)

DOT [announced](#) California, Washington, and New Mexico will lose federal funding unless they adopt and enforce English Language Proficiency (ELP) requirements for commercial motor vehicle drivers. The three states have 30 days to come into compliance before the Department will withhold up to 100% of funding from the Motor Carrier Safety Assistance Program (MCSAP). In May, DOT Secretary Duffy signed an order announcing new guidance to enforce English proficiency requirement for truckers.

Federal Transit Administration (FTA)

FTA [announced](#) that the agency has proposed [updated guidelines](#) to remove the “social cost of carbon” calculation as part of the rating criteria for transit grants under the Capital Investment Grants (CIG) program. The CIG Program is the federal government’s largest discretionary grant program to fund transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. FTA’s proposed rule would revert to a previously-used

methodology that relies on the EPA's National Ambient Air Quality Standards (NAAQS) designation based on which city a transit project is located.

Federal Highway Administration (FHWA)

FHWA [unveiled](#) revised guidance for the National Electric Vehicle Infrastructure (NEVI) Formula Program after a federal court blocked an earlier move to freeze the program. The guidelines will streamline applications and cut red tape to access the program's \$5 billion in funding for charging infrastructure that is set to wind down in 2026. The updated policy eliminates earlier requirements, such as ensuring disadvantaged communities have access to EV chargers and promoting the use of union labor in installation.

National Highway Traffic Safety Administration (NHTSA)

NHTSA [announced](#) that the agency issued an exemption for Amazon's Zoox driverless vehicles under its newly expanded Automated Vehicle Exemption Program. This is the first-ever exemption for American-built vehicles under the program. In 2022, NHTSA began a probe into whether Zoox's traditional driving controls had met federal safety requirements when the company self-certified the vehicle.

Federal Railroad Administration (FRA)

FRA [cancelled](#) \$175 million in funding for four projects related to the California high-speed rail project, saying it determined that advancing the funding "is not justified" after reviewing related unobligated projects and taking into consideration the projects' current state.

Build America Bureau ("The Bureau")

The Bureau [released](#) a Notice of Funding Opportunity for the Innovative Finance and Asset Concession Grant Program (IFAC), making \$45.98 million available to assist public entities in facilitating and evaluating public-private partnerships and exploring innovative financing and alternative delivery opportunities for Transportation Infrastructure Finance and Innovation Act (TIFIA)-eligible projects. Grants are available for up to \$2 million, with the first \$1 million requiring no local match. This is the second NOFO for IFAC, with funds allocated from fiscal years 2024, 2025, and 2026 (if available).

Environmental Protection Agency (EPA)

EPA [announced](#) a proposed disapproval of California's Heavy-Duty (HD) Inspection and Maintenance (I/M) Requirements as it applies to out-of-state and out-of-country vehicles. The HD I/M requirement in the State Implementation Plan (SIP) submitted by California establishes an I/M program for any heavy-duty vehicle driven in the state—regardless of registration. EPA is proposing to deny these actions due to concerns that this requirement violates the U.S. Constitution's Commerce Clause and this inconsistency with Federal law also violates Section 110 of the Clean Air Act.

PLATINUM | ADVISORS

September 2, 2025

TO: Danielle Schmitz, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

End of Session: The legislature returned from their summer recess on August 18th for the final month of session. With two weeks down and two weeks to go until they adjourn on September 12, there remain several significant policy proposals and budget trailer bills still being negotiated. The Senate and Assembly Committees on Appropriations dispensed with the items on the Suspense File on August 29th, where about 27% of the bills were held and many of those that were approved were scaled back.

The next major deadline is Friday, September 5, which is, according to the rules, the last day to amend a bill on the floor. However, the real deadline is the 72 hour in print rule on September 9th. All amendments must be in print for 72 hours before a floor vote can be taken.

The next two weeks will be chaotic and tense as major remaining issues are resolved, including efforts to extend the cap & trade program, streamline housing production, and legislation to regulate AI and social media.

Cap & Trade-Invest: While there is consensus between the Governor and Senate and Assembly leadership on extending and renaming the cap-and-trade program to 2045, the details on how it operates, and the allocation of auction proceeds remain in limbo.

There are two legislative vehicles moving through the process that would be used to extend the cap & trade program, AB 1207 (Irwin) and SB 840 (Limon). Assemblymember Irwin and Senator Limon respectively lead the working groups in each house on cap & trade reauthorization. Last week, Assemblymember Irwin circulated amendments to AB 1207 that would extend the program to 2045 and would make changes to the offsets and allowances, and changes to the funds provided to utilities to offset consumer prices. This proposal did not suggest how auction revenue would be allocated to transit programs such as Low Carbon Transit Operations Program (LCTOP) and Transit and Intercity Rail Capital Program (TIRCP). However, the Senate blocked these amendments as negotiations heat up between the houses.

While optimism remains that an agreement will be reached, the details on funding for public transit programs remain in limbo. In general, it appears the off-the-top appropriations, such as High-Speed Rail, LCTOP, and TIRCP, will be changed from a percentage basis to a fixed annual dollar amount. As of today, the agreement will include a fixed \$1 billion annually for High-Speed Rail and \$1.5 billion annually for CalFire operations. Of the approximate \$5 billion annually in auction proceeds that is allocated by formula or through the annual budget, about \$2.5 billion remains unaccounted for if the allocations to High-Speed Rail and CalFire hold firm.

Legislation – Suspense File: On Friday, August 29th, the Senate and Assembly Appropriations Committees dispensed with the items being held on their respective Suspense Files. Both committees held about 27% of the bills. The Senate reviewed 425 bills and 309 were sent to the Floor. In the Assembly, they reviewed 261 bills and 190 were sent to the Floor. Many of the bills moved to the Floor were amended to reduce the scope and cost. These amendments will be in print in the next day or so.

The following is a summary of several priority bills that were pending on the Suspense File:

- AB 339 (Ortega): AB 339 was approved by the Senate Appropriations Committee with amendments that scale back the scope of the bill. As amended, the bill would require a public agency to provide 45 days' notice to a recognized employee organization regarding contracts for services that are within the scope of work of job classifications represented by the recognized employee organization. The amendments also remove the requirements to meet and confer and exempt public works projects.
- AB 394 (Wilson): AB 394 was approved without amendments. This bill expands the category of workers who qualify as victims under the crime of battery upon a transit worker and clarifies that public transit employers count as employers for purposes of the workplace violence restraining order statute.
- SB 63 (Wiener): Assembly Appropriations approved SB 63, but the committee did not include the substantive amendments proposed by Senator Wiener. These amendments would have added the expenditure plan, governance structure, and oversight provisions. The only amendment made to SB 63 by the Committee was to add an urgency clause to the bill. The addition of an urgency clause triggers a 2/3 vote threshold for passage. Assembly Transportation Committee is expected to hear the bill again, which provides an opportunity to amend the bill.

- SB 71 (Wiener): SB 71 was approved without amendments. This bill extends and expands California Environmental Quality Act (CEQA) exemptions for certain transportation-related projects.
- SB 79 (Wiener): SB 79 was approved with amendments that scale back the bill. While the amendments are not in print yet, the change would strike out provisions in the bill that apply to Tier 3 transit-oriented development projects. Tier 3 provisions apply to mixed use housing projects near ferry terminal, along bus rapid transit corridors, and in areas within a “non-urban transit county.” Urban transit county means a county with 15 or more passenger rail stations. It is unknown what other changes to the bill will be made.
- SB 419 (Caballero): SB 419 was approved with technical amendments. This bill would exempt the sale of hydrogen used as a transportation fuel from the state’s portion of the sales tax. Given the state’s fiscal outlook this is a significant step forward for this bill.
- SB 445 (Wiener): SB 445 was held by the Assembly Appropriations Committee. This bill went through several reiterations with the final version proposing significant changes to accelerate the local permitting and approval process for the High-Speed Rail project. Senator Wiener will try again next session.

PLATINUM | ADVISORS

September 2, 2025

ATTACHMENT 3
NVTA Board Item 10.13
September 17, 2025

TABLE 1: BOARD ADOPTED POSITIONS

	Subject	Status	Position
AB 259 (Rubio, Blanca D) Open meetings: local agencies: teleconferences.	AB 259 was amended to extend the sunset date to January 1, 2030, rather than repealing the existing January 1, 2026, sunset. This bill would extend the existing authority allowing members of a legislative body to participate remotely if specific conditions are met.	Senate Judiciary Two-Year Bill	Watch
AB 394 (Wilson D) Crimes: public transportation providers.	This measure would expand existing law regarding battery of a transit operator or transit passenger to also include an employee or contractor of a public transit provider. This bill also expands the workplace violence restraining order provisions to expressly permit a judge, at their discretion, to issue a TRO or restraining order that prohibits the subject of the order from the entirety of the public transit system.	Senate Floor	Support
AB 697 (Wilson D) Protected species: authorized take: State Route 37 improvements.	AB 697 authorizes the State Route 37 corridor project to be evaluated under California Endangered Species Act (CESA) – which allows an incidental take permit so long as impacts to the species are fully mitigated, among other requirements. The bill also applies to the conservation standards and other permitting thresholds required by SB 147 (2023), which authorizes California Department of Fish and Wildlife (CDFW) to issue fully protected species take permits under CESA for certain categories of transportation, renewable energy, and water infrastructure projects.	Senate Floor	Support
AB 954 (Bennett D) State transportation improvement	This bill would require Caltrans to prepare a proposal for the development, including the selection of sites for a pilot program establishing branded networks of bicycle highways that are numbered and signed	Senate Floor Inactive File	Watch

	Subject	Status	Position
program: bicycle highway pilot program.	within 2 of California's major metropolitan areas. The bill would require the department, on or before January 1, 2030, to include the proposal in the draft State Interregional Transportation Improvement Program (ITIP) and would require the department to perform all other actions necessary for the pilot program to be programmed in the State Transportation Improvement Program (STIP).		
AB 1014 (Rogers D) Traffic safety: speed limits.	AB 1014 would expand existing law that allows cities and counties to reduce a speed limit below the 85 th percentile speed survey to also include Caltrans and the highways operated by the state.	Senate Floor	Watch
AB 1070 (Ward D) Transit districts: governing boards: compensation: nonvoting members	<p>Assemblymember Ward pulled AB 1070 from the Assembly Local Government Committee agenda. This will result in the bill becoming a two-year bill.</p> <p>This proposal would require ALL governing board members of "transit district" to demonstrate that they use public transit in order to receive compensation for serving on the transit board. In addition, the bill would require the addition of 2 non-voting members to governing boards. The seats would be reserved for a representative of transit user groups, and a seat represented by the labor organization representing the majority of employees. Both non-voting members would have two alternates each. The nonvoting members may be excluded from any discussions regarding labor negotiations.</p>	<p>Assembly Loc Gov.</p> <p>Two-Year Bill</p>	Watch
AB 1207 (Irwin D) Climate change: market-based compliance mechanism.	AB 1207 is the Assembly's vehicle for reauthorizing the cap & trade auction program. The bill was amended to contain minor changes in order to meet the spot bill deadline, but the bill's content remains nonsubstantive.	Senate Floor	Watch

	Subject	Status	Position
<u>AB 1250</u> <u>(Papan D)</u> Transit operators: paratransit: recertification of eligibility.	<p>AB 1250 was gutted and amended on April 10th to prohibit a transit operator from requiring an individual who is eligible for paratransit services and whose condition is not expected to improve from having to recertify their eligibility.</p> <p>AB 1250 was amended on June 30th to address concerns expressed by transit operators. With these amendments the California Transit Association now supports the bill.</p> <p>As amended, the bill requires transit operators, by June 1, 2027, to use a streamlined recertification process, for persons who have previously been determined to be eligible for paratransit service to have their eligibility reviewed.</p> <p>The streamlined recertification process must utilize a telephone interview, mail-in form, or online survey and may only collect the following information:</p> <ul style="list-style-type: none"> • Physical address; • Mailing address, if different from physical address; • Emergency contact; • Phone number; • Updated mobility devices; • Status of disability, with identification of any worsening of the person's disability, any additional disability, any changes to the person's functional abilities, and any changes to the person's use of an assistive device. 	Senate Floor	Watch
<u>AB 1268</u> <u>(Macedo R)</u> Motor Vehicle Fuel Tax Law: adjustment suspension.	<p>AB 1268 would authorize the Governor to suspend the annual inflation adjustment to the motor vehicle fuel tax upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the</p>	Assembly Transp. Two-Year Bill	Oppose

	Subject	Status	Position
<u>AB 1268</u> (Cont.)	same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.		
<u>AB 1340</u> (Wicks D) Transportation network company drivers: labor relations.	AB 1340 was amended to allow Transportation Network Company (TNC) drivers the right to form, join, and participate in the activities of TNC driver organizations of their own choosing.	Senate Floor	Watch
<u>SB 63</u> (Wiener D) San Francisco Bay area: local revenue measure: transportation funding.	<p>SB 63 was amended to contain the outline for a regional measure to fund transit operations in specified counties in the San Francisco Bay Area. SB 63 would authorize a 10- to 15-year regional public transportation operations sales tax measure to be placed on the November 2026 ballot in the Counties of Alameda, Contra Costa, and San Francisco, with the option for the Counties of San Mateo and Santa Clara to be added. The bill also outlines the requirements operators must meet to receive the funds.</p> <p>Amendments have been drafted to state the sales tax would be in place for 14 years, add San Mateo and Santa Clara Counties to the district, specify an expenditure plan, and add oversight provisions. These amendments will likely be made on the Assembly Floor.</p>	Assembly Floor	Support
<u>SB 71</u> (Wiener D) California Environmental Quality Act: exemptions: transit projects.	<p>SB 71 was amended to extend, not repeal the sunset date on existing law that exempts certain transit, bicycle, and pedestrian projects from CEQA. The new sunset date is set for January 1, 2040.</p> <p>Specifically, this bill</p> <ul style="list-style-type: none"> • Expands these exemptions to include, among others, Tier 4 or cleaner locomotives in specified areas, shuttles and ferries and projects outside of urbanized areas or clusters. • Retains a January 1, 2032, sunset for transportation projects using near-zero 	Assembly Floor	Support

	Subject	Status	Position
<u>SB 71</u> (Cont.)	emission, natural gas, or low- nitrogen oxide (NOx) technology.		
<u>SB 79</u> (Wiener D) Local government land: public transit use: housing development: transit-oriented development.	<p>The intent of SB 79 is to promote housing and mixed-use development projects near transit services, particularly on parcels owned or controlled by a transit operator. The bill was amended to apply only to parcels near rail service and bus rapid transit corridors.</p> <p>The goal is to not only promote housing near transit but also create a mechanism for these development projects to generate revenue for transit operators. The size and density of these development projects depends on the type of transit service located within ¼ mile of the project site.</p>	Assembly Housing	Watch
<u>SB 239</u> (Arrequin D) Open meetings: teleconferencing: subsidiary body.	<p>The provisions in SB 239 will be added to SB 707, which is a comprehensive overhaul of Brwon Act provisions related to remote participation.</p> <p>SB 239 proposed to allow certain types of advisory or subsidiary bodies to meet using remote/teleconference participation if specified conditions are met. SB 239 would not apply to a subsidiary body that has subject matter jurisdiction over police oversight, elections, or budgets.</p>	Senate Floor Inactive File	Watch
<u>SB 445</u> (Wiener D) Sustainable Transportation Project Permits and Cooperative Agreements.	<p>SB 445 was gutted and amended to apply only to the California High Speed Rail Authority.</p> <p>Similar to the prior versions of the bill, SB 445 would authorize the CHSRA to develop and adopt regulations for governing third-party permits and approvals that are necessary to deliver the project.</p>	Assembly Approps Held on Suspense	Watch
<u>SB 569</u> (Blakespear D) Department of Transportation:	The bill would allow Caltrans to establish a dedicated liaison to facilitate the removal of homeless encampments on Caltrans' right-of-way and authorizes Caltrans to negotiate specified terms for Delegated Maintenance	Assembly Transp. Two-Year Bill	Support

	Subject	Status	Position
homeless encampments.	Agreements (DMA) with local jurisdictions. The DMA is a contract entered into by Caltrans and a local government, in which both work together to reduce and remove homeless encampments within Caltrans' jurisdiction. This would allow local governments, under an executed DMA, to utilize local policies and procedures to streamline encampment abatement, as well as streamlining the permit process.		
<u>SB 696</u> (Alvarado-Gil R) Sales and Use Tax Law: exemptions: firefighting equipment.	AB 696 would exempt from the sales & use tax law the purchase of firefighting equipment, including vehicles. SB 696 was amended to apply the exemption only to the state's portion of the sales tax.	Senate Approps Held on Suspense File	Watch
<u>SB 752</u> (Richardson D) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.	This bill would extend by two years the sunset date on the existing state sales tax exemption on the purchase of zero emission transit buses. The current exemption is set to expire on January 1, 2026. This bill would push it back to January 1, 2028	Senate Approps Held on Suspense File	Support
<u>SB 840</u> (Limón D) Greenhouse gases: market-based compliance mechanism.	SB 840 is the Senate bill that will be used to advance the Senate's proposal on extending the Cap & Trade auction program. As currently drafted, the bill merely requires the Legislative Analyst's Office (LAO) to continue to provide an annual report on the economic impacts and benefits of the greenhouse gas (GHG) reduction targets.	Assembly Floor	Watch