



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 updated Bill Matrix.

EXECUTIVE SUMMARY

Attached are the memos from NVTA's State and Federal advocacy firms, Platinum Advisors Sacramento and Washington DC, summarizing recent federal and state legislative activities respectively.

FISCAL IMPACT

None



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 (NVTA) Board receive the Federal Legislative update, State Legislative Update, and the updated Bill Matrix.

BACKGROUND

Federal Update:

Congress passed the “Big Beautiful Bill” which was signed into law by President Trump on July 4, 2025. The Bill includes \$12.5 billion for modernization of air traffic control systems, including radar replacement, telecommunications upgrades, and new air traffic control centers. Other transportation provisions include:

- Elimination of credits to purchase EVs and hybrid vehicles
- Rescission of \$60 million from the Diesel Emissions Reduction Act (DERA) Program
- Requires agencies to produce expedited environmental assessments within six months of an environmental impact statement, if a project sponsor pays a fee totaling 125% of agency’s anticipated costs.
- Rescinds unobligated funds from several Inflation Reduction Act (IRA) transportation programs, including Federal Highway Administration (FHWA) Neighborhood Access and Equity (NAE) Grants, Environmental Review Implementation Funds and Low-Carbon Transportation Materials Grants.

State Update:

Budget: Governor Newsom issued a press release on June 27th stating he has signed all the budget bills sent to his office. However, in an unusual move, the Governor stated at the end of the press release that his signature on the state budget was contingent on the

legislature approving AB 130 and SB 131 on June 30th. This tactic created a situation where the passage of the entire budget hinged on accepting politically sensitive environmental reforms contained in the bills.

AB 130 was amended to remove the controversial provisions on wages. Paving the way to pass both AB 130 and SB 131. SB 131 would establish the next round of funding for the Homeless Housing, Assistance, and Prevention (HHAP) program. In particular, the bill incorporates most of the provisions in SB 607 (Wiener) that would exempt many housing projects from CEQA.

Legislation:

- AB 697 (Wilson), which the NVTB Board approved a support position, passed unanimously on the Assembly floor. It is now making its way through Senate committees. The Committee of Natural Resources and Water passed the bill on July 8th, so it will head to Senate Appropriations. AB 697 would permit the issuance of the incidental take permit for the Highway 37 near-term project which will accelerate project delivery and reduce costs.
- SB 79 (Weiner) for which the NVTB Board took a watch position, was moved off the Suspense File and approved by the Senate, however, the bill was amended to delete the proposed changes to the Surplus Lands Act. The bill is intended to promote housing and mixed-used development projects around major transit stops. The bill is now moving through the Assembly and will go to the Housing and Community Development committee.

ATTACHMENTS

- 1) June 30, 2025 Federal Update (Platinum Advisors)
- 2) July 1, 2025 State Update (Platinum Advisors)
- 3) July 1, 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 June 2025 Monthly Report

DATE: Monday, June 30, 2025

State of Play and Congressional Update:

After a weekend procedural vote to begin debate on the *One Big, Beautiful Bill*, Republicans' massive tax-and-spending package, the Senate is now in the middle of its "vote-a-rama" – a process unique to the upper chamber where senators can introduce an unlimited number of amendments on a budget reconciliation measure. This is an opportunity for Senate Democrats to challenge various provisions that would restrict Medicaid coverage, rescind clean energy tax credits, and cut federal food assistance programs. Even though a handful of Senate Republicans share concerns on these proposals, the reconciliation bill is expected to pass the upper chamber. It's expected that Sens. Rand Paul (R-KY) and Thom Tillis (R-NC) will be the only GOP lawmakers to join their Democratic colleagues in opposing the legislation after several holdouts reached compromises with Senate GOP leadership.

It's unclear when the Senate will vote on final passage, and the degree to which the legislation could change between now and when the House reconvenes for its own floor vote on the amended legislation. President Donald Trump has placed pressure on Congressional Republicans to pass the *One Big, Beautiful Bill* by July 4th. This gives Speaker of the House Mike Johnson (R-LA) mere days to secure enough votes for passage. Fiscal hawks have issued warnings that the Senate version doesn't make the necessary spending cuts to offset any increase in the deficit. Meanwhile, there's a handful of House GOP moderates who have said they won't support expanded Medicaid cuts included in the Senate version.

Transportation-Related Provisions: The Transportation and Infrastructure title of the House-passed reconciliation package included a provision that would establish a new annual fee of \$250 for EV owners and \$100 for hybrid vehicle owners. The funds made available from these fees would be redirected towards the Highway Trust Fund – a central component of congressional lawmakers' upcoming surface transportation reauthorization legislation. The Senate's version did not include these provisions.

The House version also proposed to repeal unobligated funds authorized by the *Inflation Reduction Act*, including those used for environmental reviews of surface transportation programs and grant programs that supported the development and purchase of low-carbon transportation materials. The Senate version includes these provisions.

The Senate version proposes to end the current \$7,500 tax credit on new EV sales and leases on September 30 as well as the \$4,000 tax credit for used EVs. It also includes a provision to eliminate fines for failing to meet Corporate Average Fuel Economy (CAFE), which was originally intended to incentivize the manufacturing of EVs over gas-powered vehicles.

Trump Blocked From Linking Transportation Grants to Immigration

This month, a federal district judge in Rhode Island [issued a temporary injunction](#) blocking the Department of Transportation (DOT) from conditioning transportation grant funding on cooperation with federal immigration enforcement actions. The lawsuit was brought forth by 20 Democratic-led states that claimed they would face irreparable harm if the DOT's new requirements were implemented. The judge not only agreed with the states' argument but also found that "the Government does not cite to any plausible connection between cooperating with ICE enforcement and the congressionally approved purposes of the Department of Transportation."

California, States Sue EPA Over Revoked Car Rules

California Attorney General Rob Bonta, along with 10 other state attorneys general, filed a lawsuit against the Trump administration's actions to block California's restrictions on the sale of gas-powered cars. The complaint targets three *Congressional Review Act* disapproval resolutions, signed into law by President Trump earlier this month, that rescinded *Clean Air Act* waivers allowing California to set its own vehicle emission standards. California was able to set these separate regulations thanks to special carve-outs in the federal *Clean Air Act*, which allows the state to set its own, more stringent rules that other states can adopt. The lawsuit says the EPA violated the *Congressional Review Act* and the *Clean Air Act*.

White House Rejects GAO Report on Federal EV Charging Infrastructure Money

The White House's Office of Management and Budget issued a memo directing the Department of Transportation (DOT) to disregard a ruling by the Government Accountability Office (GAO) that the Trump administration illegally delayed funding for electric vehicle infrastructure. Last month, the GAO issued a report that the Trump administration violated the *Impoundment Control Act* by delaying the disbursement of \$5 billion in electric-vehicle grants authorized under the 2021 bipartisan infrastructure law. The GAO report focused on a February 6 memorandum issued by the Federal Highway Administration (FHWA) announcing the cancellation of all previously issued guidance for

the National Electric Vehicle Infrastructure (NEVI) Formula Program and the suspension of all state plans previously submitted under the program.

The GAO, an independent agency, has increasingly been criticized by both the White House and Congressional Republicans for launching investigations into the Trump administration's pause on the disbursement of funds from a variety of grant programs. "GAO has become a partisan actor, issuing opinions based on double standards designed to undermine President Trump's historic and lawful spending reforms," wrote Mark Paoletta, general counsel at the Office of Management and Budget. In its report, GAO said the White House needed to send a formal rescissions request to Congress to make changes to funding mandates already in law.

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

Executive Branch

Department of Transportation (DOT)

DOT [announced](#) that it approved 529 previously unobligated infrastructure grants, totaling more than \$2.9 billion, that had been announced more than three years ago. DOT Secretary Sean Duffy has made clearing the agency's backlog of unobligated grants a top priority. DOT has approved 1,065 projects worth roughly \$10 billion since the start of the Trump administration.

Federal Highway Administration (FHWA)

FHWA [announced](#) an agreement with the Texas Department of Transportation (TxDOT) to help the state build infrastructure projects faster. The agreement would allow Texas to take more ownership of environmental permitting requirements as permissible under FHWA's National Environmental Policy Act Assignment Program. This partnership is intended to serve as a model for other states seeking to implement DOT Secretary Duffy's "America is Building Again" agenda.

FHWA [announced](#) nearly \$4.9 billion in available funding for major bridge projects through the Bridge Investment Program, and up to \$500 million for repairing or replacing bridges in rural areas through the Competitive Highway Bridge Program. The funding opportunity removes Biden-era guidance on certain climate justice and equity initiatives

National Highway Traffic Safety Administration (NHTSA)

NHTSA [announced](#) that it is overhauling its approvals process for autonomous vehicles by streamlining the Part 555 exemption process. The exemption would continue to allow

manufacturers to sell up to 2,500 motor vehicles per year that do not fully comply with the Federal Motor Vehicle Safety Standards. This includes vehicles that do not have traditional steering wheels, driver-operated brakes, or rearview mirrors. Manufacturers must demonstrate that their vehicles provide an equivalent safety level as compliant vehicles, and that the exemption is in the public interest.

NHTSA [published](#) a final rule, “Resetting the Corporate Average Fuel Economy Program.” The rule would bring the CAFE program in accordance with the White House’s “Unleashing American Energy” Executive Order and the DOT Secretary’s “Fixing the CAFE Program” Memorandum. While the rule doesn’t rescind Biden-era CAFE standards, NHTSA will exercise its enforcement authority regarding all existing CAFE and medium- and heavy-duty standards in accordance with the interpretation set forth in the final rule.

PLATINUM | ADVISORS

July 1, 2025

TO: Danielle Schmitz, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

Budget: Since the passage of a skeletal budget bill, SB 101, on June 13th, the Governor and legislative leadership held behind closed doors negotiations on the final budget. Early last week the radio silence on negotiations was broken when an agreement was reached. Amendments to 22 budget bill juniors and implementing trailer bills were put in print on Tuesday, and the legislature approved almost all of these measures on Friday June 27th, with a couple more approved on June 30th.

Governor Newsom issued a press release on June 27th stating he has signed all the budget bills sent to his office. However, in an unusual move, the Governor stated at the end of the press release that his signature on the state budget was contingent on the legislature approving AB 130 and SB 131 on June 30th. This tactic created a situation where the passage of the entire budget hinged on accepting politically sensitive environmental reforms contained in SB 131 and AB 130

AB 130 was amended to remove the controversial provisions on wages. Paving the way to pass both AB 130 and SB 131. SB 131 would establish the next round of funding for the Homeless Housing, Assistance, and Prevention (HHAP) program. In particular, the bill incorporates most of the provisions in SB 607 (Wiener) that would exempt many housing projects from CEQA.

AB 130 was the more controversial housing measure aimed at accelerating housing development in the state. Given the stiff backlash from labor and environmental groups this proposal did not move forward last week. This proposal would have exempted most housing projects from CEQA, would have created a statewide vehicle miles traveled (VMT) mitigation bank, and would have established a specific minimum wage for construction workers on certain types of residential projects. This new minimum wage is seen as undercutting existing prevailing wage rates, and was loudly and angrily opposed by labor representatives when the Assembly and Senate Budget Committees heard this subject. AB 130 was amended on Friday to remove the new minimum wage provisions.

At a press conference marking the signing, Governor Newsom, joined by legislative leaders, emphasized the critical urgency of tackling California's ongoing housing crisis,

stating, "too much demand chasing too little supply... It's not complicated. This is econ 101, supply, demand imbalance." He further underscored that these reforms were vital to the state's economic vitality and quality of life, noting that past abuses of CEQA had significantly hindered essential projects.

The budget agreement closes a \$12 billion deficit while delaying some of the steep cuts to Medi-Cal and other safety net programs proposed by Newsom. Legislators have proposed staving off Newsom's proposed cuts, and rely instead on deferrals and borrowing from state reserves. The plan is banking on the state's economic outlook improving in future years, allowing the state to reduce the severity of the reductions. However, California's economic outlook remains uncertain. It is anticipated potential further budget revisions (perhaps in special session this fall), especially given the uncertainty surrounding federal funding and potential cuts from the current federal administration.

A key point of contention and compromise revolves around Medi-Cal. Newsom initially proposed significant reductions for undocumented immigrants, including higher monthly premiums and an enrollment freeze. The agreement reached reduces the premiums from \$100 to \$30, includes a three-month "grace period" for re-enrollment, allowing undocumented immigrants who had their coverage lapse to re-enroll, and a freeze on new undocumented adult enrollment starting in 2026.

While negotiations continue on other parts of the budget, namely the allocation of cap & invest revenue and Proposition 4 bond funds, the bulk of the budget agreement has been approved, and signed by the Governor. The following summarizes key transportation provisions in the budget agreement.

- Includes budget bill language to provide up to \$750 million in loans for specified Bay Area transit operators. The specified operators include BART, AC Transit, MUNI, and Caltrain. The budget bill language includes provisions stating the loans are contingent on passage of a trailer bill specifying the terms and structure of these loans. In addition, the budget bill language makes these loans contingent on the passage of legislation authorizing a regional measure to support the long-term financial stability of the transit operators.
- The agreement includes a commitment to restore \$1.1 billion in funds for transit projects. The source of this funding is primarily cap & invest auction revenue. The details of this agreement will be included in a future trailer bill on the extension and allocation of the cap & invest program.
- More money is shifted from cap-and-trade auction funds to the General Fund. A total of \$1 billion in 2025-26, up to \$1.25 billion in 2026-27, \$500 million in 2027-28, and \$500 million in 2028-29. Future year fund shifts may not be necessary if the condition of the General Fund improves, and final Greenhouse Gas Reduction Fund [GGRF] appropriations are planned for August or September

budget action. Reauthorization of the GGRF cap and trade mechanism continues to be deferred to later consideration via the “policy bill process.”)

- Approves the Cap and Invest May Revision Finance Letter but approves only a \$500 million annual fund shift in 2025-26 and 2026-27 for CalFIRE baseline operations, with remaining Greenhouse Gas Reduction (GGRF) dollars to be appropriated later. The Governor proposed shifting \$1.5 billion to CalFIRE.
- Cuts \$42.8 million General Fund for the Offshore Wind infrastructure program from 2022-23, which is backfilled with Proposition 4 funding.
- Adopts trailer bill language establishing the Games Route Network for the LA 2028 Olympics and Paralympics.
- Provides \$25 million General Fund on a one-time basis in 2025-26 to establish a new Clean California Community Cleanup and Employment Pathways Grant Program.
- Appropriates \$27,709,000 in operating expenses in Public Transportation Account funds for the maintenance and overhaul of passenger rail equipment for Fiscal Year (FY) 2025- 26.
- Appropriates \$17.6 million one-time from the State Highway Account in 2025-26 and 92 positions to plan and design a seamless transportation network that supports the Los Angeles 2028 Olympics and Paralympics Games.

PLATINUM | ADVISORS

July 1, 2025

ATTACHMENT 3
NVTB Board Item 12.3
July 16, 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	Watch
AB 394 (Wilson D) Crimes: public transportation providers.	<p>The Senate Public Safety Committee unanimously approved AB 394. However, amendments are being negotiated that would limit the duration of a restraining order.</p> <p>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.</p> <p>AB 394 was amended to delete the process whereby a person convicted of battery may be subject to a prohibition order for up to 18 months. However, the amendments allow for a district-wide restraining order to be imposed.</p>	Senate Judiciary	Support
AB 697 (Wilson D) Protected species: authorized take: State Route 37 improvements.	AB 697 was approved by the Assembly with a vote of 70-0. This bill 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 Natural Resources July 8 th	Support

	Subject	Status	Position
<u>AB 954</u> <u>(Bennett D)</u> State transportation improvement program: bicycle highway pilot program.	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 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 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).	Senate Transp	Watch
<u>AB 1014</u> <u>(Rogers D)</u> 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 Approps	Watch
<u>AB 1070</u> <u>(Ward D)</u> 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 a "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>	Assembly Loc Gov. Two-Year Bill	Watch
<u>AB 1207</u> <u>(Irwin D)</u> 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 bills content remains nonsubstantive.	Senate Enviro Quality	Watch

	Subject	Status	Position
<u>AB 1250</u> <u>(Papan D)</u> Transit operators: paratransit: recertification of eligibility.	<p>AB 1250 originally would prohibit starting on January 1, 2027, 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. In addition, the bill would require temporary eligibility to be valid for 180 days or until the date indicated by the person's medical professional, and it would prohibit renewal of temporary eligibility more than 6 consecutive times.</p> <p>As amended on June 30th, AB 1250 would require transit operators to establish a streamlined process for recertification for those individuals whose condition is not expected to improve. The streamlined process shall <i>utilize a telephone interview, mail-in form, or online survey.</i></p>	Senate Rules	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 same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.</p>	Assembly Transp. Two-Year Bill	Oppose
<u>AB 1340</u> <u>(Wicks D)</u> Transportation network company drivers: labor relations.	<p>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.</p>	Senate Transp.	Watch

	Subject	Status	Position
SB 63 (Wiener D) San Francisco Bay area: local revenue measure: transportation funding.	<p>SB 63 would authorize a 10- to 15-year regional public transportation operations sales tax measure 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.</p> <p>As approved by the Senate Appropriations Committee, the bill was amended to push back the deadline for Santa Clara and San Mateo to make a decision on whether to join the effort. The deadline was moved from July 31st to August 11th.</p> <p>As SB 63 moves to the Assembly, we expect significant amendments to be made.</p>	Assembly Transp.	Support
SB 71 (Wiener D) California Environmental Quality Act: exemptions: transit projects.	<p>The Senate unanimously approved SB 71.</p> <p>SB 71 would repeal the sunset date on existing law that exempts certain transit, bicycle, and pedestrian projects from CEQA. I Specifically, this bill</p> <ul style="list-style-type: none"> • Removes the January 1, 2030, sunset on existing California Environmental Quality Act (CEQA) exemptions for various transportation plans and projects. • Expands these exemptions to include, among others, Tier 4 or cleaner locomotives, shuttles and ferries and projects outside of urbanized areas or clusters. • Retains a January 1, 2032, sunset for transportation projects using near-zero emission, natural gas, or low- nitrogen oxide (NOx) technology. 	Assembly Natural Resources	Support

	Subject	Status	Position
SB 79 (Wiener D) Local government land: public transit use: housing development: transit-oriented development.	<p>The Senate narrowly approved SB 79.</p> <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. SB 79 was amended to remove the provisions that expand the definition of “agency’s use” within the Surplus Lands Act to include land leased to support public transit operations.</p> <p>In general, SB 79 makes housing development an allowable use within a ½ mile radius of a major transit stop, as defined, and allows transit agencies to adopt objective standards for both residential and commercial developments proposed to be constructed on transit-oriented land owned by the transit agency or on which the transit agency has a permanent operating easement.</p>	Assembly Housing	Watch
SB 239 (Arreguín 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
SB 445 (Wiener D) Sustainable Transportation Project Permits and Cooperative Agreements.	<p>SB 445 would establish a process to accelerate the permitting and construction of “sustainable transportation project,” which generally includes any transit, bike, or pedestrian project.</p> <p>As amended, SB 455 would enact the Sustainable Transportation Project Delivery Reform Act. The bill would authorize the CalSTA Secretary to grant a waiver to a local agency, as defined, that is seeking to design and construct from any standards, criteria, specifications, requirements, or other</p>	Assembly Transp.	Watch

	Subject	Status	Position
SB 445 (<i>cont</i>)	conditions of a third party, defined as a local agency or utility, applicable to the sustainable transportation project if the secretary determines that granting the waiver will assist the local agency in delivering the sustainable transportation project in a cost-efficient and timely manner.		
SB 569 (Blakespear D) Department of Transportation: homeless encampments.	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 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.	Assembly Transp.	Support
SB 696 (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
SB 752 (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

	Subject	Status	Position
SB 840 (Limón D) Greenhouse gases: market-based compliance mechanism.	<p>SB 840 is the Senate bill that will be used to advance the Senate's proposal on extending the Cap & Trade auction program.</p> <p>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.</p>	Assembly Natural Resources	Watch