



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

BACKGROUND

Federal Update:

The House passed the *Big Beautiful Bill*, with only three Republican lawmakers withholding support. There are new expenditures associated with border security and defense, and tax breaks for overtime and tipped workers, which will be offset by cuts in Medicaid and new fees for electric vehicle and hybrid vehicle owners. The Senate will now need to pass its own budget before the House/Senate can reconcile the budget bill.

In the meantime, the Administration released its FY 2026 *Skinny Budget* proposal which would make roughly \$100 billion in cuts to non-defense spending programs.

The Senate has voted to overturn waivers that were approved by the Biden Administration that allowed California to set its own air pollution standards for cars.

The Federal Transit Administration has published its FY 2025 Notice of Funding Opportunity for the Grants for Buses and Bus Facilities Program.

State Update:

Budget: The Governor released his May Revision which indicated that the state is facing a \$12 billion deficit for the FY 2026. The amount could grow to as much as \$20 billion depending on federal actions.

A central part of the Governor's May Revision is extending cap and trade by 15 years from 2030 to 2045. The proposal allocates \$1 billion annually to high-speed rail and \$1.5 billion to Cal Fire operations which would grow to roughly \$2 billion over the next few years.

Legislation:

- AB 697 (Wilson), which the NVTB Board approved a support position, passed unanimously on the Assembly floor. It will now move to a vote in the Senate. 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 transit stations.

ATTACHMENTS

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

PLATINUM | ADVISORS

TO: Kate Miller, Executive Director
Napa Valley Transit Authority

FROM: Jessica Aune, Platinum Advisors

RE: Napa Valley Transit Authority May 2025 Monthly Report

DATE: Monday, June 2, 2025

State of Play and Congressional Update:

This month, House Republicans passed their reconciliation package known as the *Big Beautiful Bill*. Speaker of the House Mike Johnson (R-LA) successfully navigated a delicate balancing act between the competing flanks of his party to move the sweeping tax and spending package. In the end, only three GOP lawmakers withheld their support for the measure following a series of behind-the-door negotiations led by Johnson and his leadership team with nearly a dozen holdouts.

The measure, as passed by the House, would make permanent lower tax rates from the Tax Cuts and Jobs Act of 2017 ("TCJA") that expire at the end of the year, add new tax breaks for tipped and overtime wages, and provide billions of dollars for border security and defense. The cost of those policies would be partially offset by limiting eligibility and federal funding for Medicaid and food assistance benefits, as well as rolling back clean energy tax credits from Democrats' 2022 tax and climate law.

The Transportation and Infrastructure title of the reconciliation package includes 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. At an April 29 hearing, Transportation and Infrastructure Committee Chairman Sam Graves (R-MO) said the new user fees would "represent the first new funding streams into the Highway Trust Fund in more than 30 years."

The reconciliation measure also proposes 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.

Senate Majority Leader John Thune (R-SD) will now assume the difficult job of shepherding the reconciliation measure through the upper chamber. Already, several

GOP senators have signaled their intention to amend certain portions of the legislation, despite House Republicans' preferences for as few changes as possible. For instance, Sen. Josh Hawley (R-MO) has expressed concern about Medicaid cuts included in the House-passed version while Sen. Rand Paul (R-KY) is opposed to language raising the debt limit. Thune can afford to only lose three of his Republican colleagues.

Trump Administration Releases FY 2026 Budget

This month, the Trump administration released its [FY 2026 'skinny budget' proposal](#), which would make significant cuts to non-defense spending programs – upwards to over \$100 billion – and boost national security funding by nearly 13% to \$1.01 trillion.

The budget proposes \$26.7 billion in base discretionary funding for DOT, compared to \$25.2 billion in fiscal 2025, an increase of around 6 percent. However, the Trump administration is also proposing an 11.1 percent decrease in non-base discretionary funding from the Infrastructure Investment and Jobs Act of 2021, lowering it from \$36.8 billion to \$32.7 billion year-over-year.

The budget outline was released several days before House and Senate appropriators kicked off a series of hearings with federal agency heads to examine their FY 2026 budget requests and funding priorities. DOT hasn't released its full budget proposal yet. During a hearing with the Senate Appropriations Committee, DOT Secretary Sean Duffy defended billions in "savings" achieved by the department as a result of pulling funding for projects "tied to social justice and climate requirements." He also discussed how under his leadership, the DOT is committed to streamlining the approval process for various grant programs.

While the 'skinny budget' was met with mixed reactions by the so-called "cardinals" of the appropriations committees – the chairs and ranking members – there remain concerns on both sides of the aisle about funding cuts that have already been enacted across the federal government without authorization from Congress. The White House is expected to send a rescissions package made under the direction of the Department of Government Efficiency initiative, which would reduce the Trump administration's exposure to lawsuits charging the White House with violating the Impoundment Control Act of 1974.

Senate Overturns California Emissions Regulations

The Senate held a series of procedural votes that allowed them to overturn a set of waivers granted by the Biden administration that allowed California to set its own air pollution standards for cars. Republican lawmakers and certain industry leaders criticized the standards as "EV mandates". Lawmakers in the House passed the three disapproval resolutions ([H.J.Res.89](#); [H.J.Res.88](#); and [H.J.Res.87](#)) earlier in the month.

In April, the Senate parliamentarian had ruled that GOP senators couldn't use the Congressional Review Act to overturn the waivers and thus block the California regulations from being implemented. The decision reinforced a finding from the Government Accountability Office that the three Clean Air Act waivers aren't technically rules and therefore can't be struck down by Congress. While the Senate parliamentarian's rulings are non-binding, the Senate has traditionally followed them. Instead, Majority Leader Thune raised a point of order which allowed him to circumvent the parliamentarian's decision. Speaking from the Senate floor, Minority Leader Chuck Schumer (D-NY) referred to the vote as "going nuclear."

There has been speculation that Senate GOP leaders may ultimately ignore the parliamentarian's ruling on whether their reconciliation package follows the "Byrd Rule." Earlier in the year, Thune indicated that he'd oppose efforts to overrule the Senate's parliamentarian. However, this latest departure from tradition could signal a willingness to go even further in order to bolster President Trump's domestic policy agenda.

GAO Issues Report on Federal EV Charging Infrastructure Money

The Government Accountability Office (GAO) - an independent agency within the legislative branch - found that the Trump administration violated the Impoundment Control Act (ICA) 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 which announced 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 decision issued by GAO on whether DOT had violated both the statute of the Infrastructure Investment and Jobs Act (IIJA) and the ICA describes how states are entitled to NEVI funds even if the state plan isn't approved by the Secretary of Transportation; state DOTs must only report on how they intend to disburse funding.

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

Executive Branch

Department of Transportation (DOT)

State of Play: The Department of Transportation has made upgrading the national air traffic control (ATC) system a central focus after several outages affected flights departing and arriving at Newark International Airport. After weeks of delays caused by air traffic controller staffing shortages on top of the outages, the Federal Aviation Administration ultimately decreased the number of flights permitted to take off and land from Newark. In early May, DOT [released an ATC modernization plan](#), which is expected to take up a significant portion of the agency's resources. Various agencies within DOT are simultaneously trudging through a review of allocated grants and other funding programs that could divert attention from other policy priorities.

DOT [announced](#) more than \$1.5 billion in federal funding to help states and U.S. territories accelerate repairs to roads, bridges and other transportation infrastructure damaged by natural disasters. A listing of FY 2025 Emergency Relief Program allocations with funding information can be found [here](#).

DOT [announced](#) new guidelines to strengthen English language enforcement for commercial truck operators. Under the new guidance, commercial motor vehicle drivers who fail to comply with the Federal Motor Carrier Safety Administration's English-language proficiency requirements will be placed out-of-service.

DOT [announced](#) a first-of-its-kind programmatic agreement with the state of Connecticut establishing a unified federal review process and delegating certain authorities to state officials to accelerate the review of individual transportation projects that may affect historic properties under Section 106 of the National Historic Preservation Act. DOT estimates that this new type of streamlined agreement could cut up to 6 weeks or more off from the schedules of at least 90 projects in Connecticut per year.

Federal Transit Administration (FTA)

FTA [published](#) its FY 2025 Notice of Funding Opportunity for the Grants for Buses and Bus Facilities Program, which supports transit agencies in buying and rehabilitating buses and vans and building bus facilities, and the Low or No Emission Program, which helps transit agencies buy or lease buses made in America, purchase equipment, and maintain facilities. In FY 2025, approximately \$400 million is authorized for the Buses and Bus Facilities Program and \$1.1 billion is authorized for the Low or No Emission Program.

National Highway Traffic Safety Administration (NHTSA)

NHTSA [submitted](#) its interpretive rule, "Resetting the Corporate Average Fuel Economy Program (CAFE)," to the Office of Information and Regulatory Affairs for review. The text of the final rule hasn't yet been published. According to a press release from DOT Secretary Duffy, this is a "key step towards reversing the [Biden] administration's illegal interpretation of CAFE standards that made cars more expensive for working class families." In June 2024, the NHTSA published a final rule establishing CAFE standards that would require an industry-wide fleet average of 50.4 miles per gallon in model year (MY) 2031 for passenger cars and light trucks, and an industry fleet-wide average for heavy-duty vehicles of roughly 2.851 gallons per 100 miles in MY 2035.

PLATINUM | ADVISORS

June 4, 2025

TO: Kate Miller, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

State Budget: Governor Newsom released his May Revision to the January budget on May 14th. As expected, the state's fiscal outlook has deteriorated, and the state is currently facing a \$12 billion deficit. However, budget analysts warn it could swell to \$20 billion-plus once federal funding decisions and sluggish 2025-26 revenues are booked.

The shortfall reflects a mix of federal tariff impacts, an unanticipated \$6.2 billion Medi-Cal overrun, and delayed income-tax payments from Los Angeles wildfire victims; together have reversed a \$7 billion surplus. The Legislative Analyst's Office concurs on the direction of travel, flagging "muted expectations" for 2025-26 revenue growth. However, the administration has *embedded* the tariff impact in its multiyear forecast, meaning any easing of federal trade tensions would convert directly into upside revenue revisions.

Following the release of the May Revision, the budget subcommittees held informational hearing on the proposed changes because none of the proposed items were adopted, keeping the items "open." With the June 15th deadline to adopt a budget looming, the focus of negotiations is on reaching a budget agreement between the Senate and the Assembly. These negotiations will lead to the June 15th budget, and once approved, negotiations between will shift to reaching an agreement between the legislature and the Governor in order to enact the first round of budget amendments before the end of the fiscal year on June 30th.

Cap & Trade: A focal point in the Governor's May Revision is his proposal to extend and rebrand the cap & trade program to now be called cap & invest. The Governor's proposal would extend the cap & invest program 15 years from 2030 to 2045. The May Revision also proposed to allocate a fixed \$1 billion annually in auction revenue to the high-speed rail project, and more controversially directs \$1.5 billion annually to cover Cal Fire operations. The Cal Fire amount would grow to \$1.9 billion over the

next few years. Adding pressure to negotiate on overhauling the cap & invest allocations, the May Revise proposes to eliminate funding for the formula and discretionary allocations. This includes funding for programs such as the Low Carbon Transit Operations Program, Transit & Intercity Rail Capital Program, and funding for zero emission drayage trucks.

While the Governor's Office has stated its intent to fund transit, it is clear the Administration wants a significant overhaul on how cap & invest funds are allocated, and they are leaving it to the legislature to fight for transit funding. The May Revise marks the beginning of a long summer of negotiations on a new cap & invest allocation plan.

State Legislation

On May 23rd both the Senate and Assembly Appropriations Committees acted on the hundreds of bills pending on their respective Suspense Files. A bill lands in the file when fiscal analysts estimate it will cost the state at least \$150,000 in the Assembly or \$50,000 in the Senate. In short, the Appropriations Suspense File remains the Capitol's most consequential—and opaque—checkpoint, blending fiscal discipline with political strategy to determine which ideas become California law.

In addition, June 6 is the House of Origin deadline. This means all bills must be moved to their second house, or they become a two-year bill. It has been a long week of long floor sessions. The attached matrix provides an update on the status of our priority measures, and those that were held on the Suspense File.

AB 1237 (McKinnor): As introduced, AB 1237 proposed to require tickets sold to attend a FIFA World Cup game or an event during the 2028 Olympic Games to incorporate a transit pass for the day of the event. AB 1237 was recently amended to propose a broader application.

As amended, the bill would require a ticket seller for an event at a venue with a capacity of 1,000 more people to offer the consumer the option to purchase an all-day transit pass for the day of the event. The bill includes broadly written language that allows the ticket seller or the transit operator to charge a fee to cover the cost of implementing this service. However, the bill is silent on how this process would actually work.

SB 79 (Wiener): SB 79 was moved off the Suspense File and narrowly approved on the Senate Floor. As approved by the Senate Appropriations Committee the bill was amended to delete the proposed changes to Surplus Lands Act, and to limit the scope of the bill.

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. As amended the provisions in the development and density enhancements are limited to

projects near rail stations as defined, with a reduced enhancement for projects along a dedicated bus rapid transit corridor. These projects must also be in an “urban transit county,” which means there are at least 15 rail transit stations in the county. However, some Transit Oriented Development projects not in an urban transit county are allowed but are limited to locally imposed height limits.

PLATINUM | ADVISORS

June 4, 2025

ATTACHMENT 3
NVTA Board Item 11.5
June 18, 2025

TABLE 1: BOARD ADOPTED POSITIONS

| | Subject | Status | Position |
|----------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|----------|
| <u>AB 259</u> <u>(Rubio, Blanca D)</u> 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 Local Gov | Watch |
| <u>AB 394</u> <u>(Wilson D)</u> 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. 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. | Senate Rules | Support |
| <u>AB 697</u> <u>(Wilson D)</u> 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 CDFW to issue fully protected species take permits under CESA for certain categories of transportation, renewable energy, and water infrastructure projects. | Senate Rules | 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 ITIP and would require the department to perform all other actions necessary for the pilot program to be programmed in the STIP. | Senate Rules | 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 Rules | 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 "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 Rules | Watch |

| | Subject | Status | Position |
|------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|----------|
| <u>AB 1250</u> <u>(Papan D)</u> Transit operators: paratransit: recertification of eligibility. | AB 1250 was gutted and amended on April 10th. As amended the bill 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. | Senate Rules | Watch |
| <u>AB 1268</u> <u>(Macedo R)</u> Motor Vehicle Fuel Tax Law: adjustment suspension. | 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. | Assembly Transp. Two-Year Bill | Oppose |
| <u>AB 1340</u> <u>(Wicks D)</u> Metropolitan Transportation Commission: duties | 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 Rules | Watch |
| <u>SB 63</u> <u>(Wiener D)</u> San Francisco Bay area: local revenue measure: transportation funding. | 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. As approved by the Senate Appropriations Committee, the bill was amended to push back the deadline for Santa Clara and San Mateo to | Assembly Desk | Watch |

| | Subject | Status | Position |
|--------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|----------|
| <u>SB 63 (cont.)</u> | <p>make a decision on whether to the 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> | | |
| <u>SB 71</u> <u>(Wiener D)</u> 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</p> <p>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 Desk | Support |
| <u>SB 79</u> <u>(Wiener D)</u> 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> | Assembly Desk | Watch |

| | Subject | Status | Position |
|--------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|----------|
| SB 239 (Arrequín 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. In addition, for “large sustainable transportation projects,” the bill establishes a process and timeline for entering into a cooperative agreement. A large sustainable transportation project is a transit, bike or pedestrian project with a cost exceeding \$12 million.</p> | Assembly Desk | Watch |
| SB 569 (Blakespear D) Department of Transportation: homeless encampments. | <p>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.</p> | Assembly Desk | Support |

| | Subject | Status | Position |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|----------|
| <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. | <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 LAO to continue to provide an annual report on the economic impacts and benefits of the GHG reduction targets.</p> | Assembly Desk | Watch |