



NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: Board of Directors
FROM: Danielle Schmitz, Executive Director
REPORT BY: Danielle Schmitz, Executive Director
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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 for June 2026.

BACKGROUND

Federal Update

The latest Washington update reports positive progress for NVTA's federal funding priorities. Representative Mike Thompson's request for the American Canyon State Route 29 Improvements Project was included in the House appropriations markup at \$250,000, positioning NVTA to receive funding once Congress finalizes the Fiscal Year 2027 appropriations bill. Securing the bill in the committee "markup" is the most important step in the process, it all but guarantees NVTA will receive at least a minimum \$250,000. CFM will be working to increase that amount over the next several months. In addition, NVTA and CFM Advocates submitted a competitive \$10 million Safe Streets and Roads for All (SS4A) grant application for the same project, supported by letters from California's congressional delegation.

The report also highlights significant developments in the federal surface transportation reauthorization process. The House Transportation and Infrastructure Committee approved a five-year transportation bill authorizing approximately \$580 billion through FY 2031. Through advocacy efforts with The Bus Coalition, NVTA helped prevent what could have been a nearly 50% reduction in federal bus funding. The proposed legislation maintains stronger funding levels for the Section 5339 Bus and Bus Facilities Program, preserves competitive grant funding critical to smaller and mid-sized transit agencies, increases funding set-asides for smaller transit systems, and includes several

policy reforms intended to streamline project delivery and improve operational flexibility for transit agencies.

Finally, the report provides a broader Washington political update, noting continued turnover within the Trump Administration and growing political pressures as the 2026 midterm elections approach. The departure of Director of National Intelligence Tulsi Gabbard is the latest in a series of high-level administration exits, while both Republicans and Democrats face challenges related to voter dissatisfaction, economic concerns, and internal political divisions. NVTA and its lobbyist- CFM Advocates will continue monitoring these developments while advancing NVTA's transportation funding and policy priorities as Congress and the Senate continue work on transportation reauthorization legislation.

State Update

The state legislative update focuses on Governor Newsom's May Revision to the 2026-27 State budget and ongoing debates over California's "Cap-and-Invest" program. While stronger-than-expected revenues driven by stock market gains and the artificial intelligence sector has improved the State's short-term fiscal outlook, California continues to face significant long-term budget challenges, including projected deficits reaching \$67 billion by 2029-30. The revised budget includes spending reductions, expanded sales tax treatment for software and software-as-a-service products, a new wildfire rebuilding fund, and record education spending.

For transportation agencies, the May Revision increases State Transit Assistance (STA) funding to approximately \$1.2 billion, although lower Cap-and-Invest revenue projections reduce funding available for programs such as the Low Carbon Transit Operations Program (LCTOP) and the Transit and Intercity Rail Capital Program (TIRCP).

Transit agencies opposed the changes because they reduce the number of available emissions credits and shift more credits to utilities and industry, potentially reducing revenue available for the Greenhouse Gas Reduction Fund, which supports transit and affordable housing programs. While estimates of the financial impact vary, there is concern that programs such as LCTOP and TIRCP could see reduced funding. NVTA receives approximately \$400 thousand in LCTOP formula funding annually.

In response, the State Senate has advanced budget language intended to limit implementation of the CARB changes and preserve funding for transit and other climate-related programs while negotiations continue between the Legislature and the Administration.

The report also highlights the recently completed State Auditor review of Bay Area transit agencies and the Metropolitan Transportation Commission (MTC). The audit found that transit agencies are already coordinating effectively and identified few

barriers to collaboration, while noting significant challenges to consolidation efforts. Recommendations included extending deadlines for zero-emission bus purchases or providing additional funding to support those mandates, identifying new funding sources for transit agencies at risk of service reductions, and strengthening MTC's implementation planning and timelines for regional transit initiatives.

ATTACHMENTS

- 1) May 2026 Federal Update (CFM Advocates)
- 2) May 2026 State Update (Platinum Advisors)
- 3) May 2026 State Bill Matrix (Platinum Advisors)



To: NVTA Board
From: Joel Rubin and Tara Kroft, CFM Advocates
Re: **June 2026 Washington Update**

Latest Washington Activity

NVTA Earmark Funding Progress - \$2 million NVTA Project Submitted by Rep. Thompson; Included in House Markup

Representative Mike Thompson submitted NVTA's request for \$2 million for the American Canyon State Route 29 Improvements Project. The Appropriations Subcommittee released the Transportation and Housing and Urban Development bill (THUD), and NVTA's request is officially in the "markup" at the amount of \$250,000, which sets NVTA up to receive funding for the American Canyon Project. The final number is lower than we were hoping for; Democrats across the board saw smaller allocations for their projects this year.

Securing the bill in the committee "markup" is the most important step in the process. While nothing is certain in Congress, it all but guarantees NVTA will receive at least a \$250,000 award as long as Congress is able to finalize a Fiscal Year 2027 appropriations bill that includes earmarks. We don't anticipate Congress will finalize legislation until very late in the 2026 calendar-year or early 2027.

- Assuming that timeline, NVTA should be able to access this funding by Summer 2027 after working with FTA to finalize a grant agreement.

Safe Streets and Roads for All (SS4A) Grant Program

CFM and the NVTA team finalized and submitted a \$10 million application for implementation funding through the SS4A grant program for the American Canyon State Route 29 Improvements Project. The narrative came together nicely, and we feel the application will be competitive for the \$688 million USDOT program. CFM secured letters of support from all members of NVTA's congressional delegation, including Senators Padilla and Schiff and Representative Thompson and will continue advocacy work with the delegation and DOT throughout the review process.

Transportation Reauthorization Update and Relevant Bus Coalition Work

In the early hours of May 21, the House Transportation and Infrastructure Committee approved its sweeping five-year surface transportation reauthorization bill, advancing one of Congress' most significant legislative vehicles for federal transportation policy and infrastructure funding. The bipartisan package, approved by a 62-2 vote after a marathon 15-hour markup, authorizes roughly \$580 billion for highway and rail programs through fiscal year 2031.



The measure — dubbed the BUILD America 250 Act — would serve as the successor to the 2021 bipartisan infrastructure law and comes as current transportation funding authorities are set to expire in September 2026. The bill includes substantial investments in highways, freight, rail safety, and transit infrastructure while also creating new annual registration fees on electric vehicles and plug-in hybrids to supplement Highway Trust Fund revenues.

Despite broad bipartisan support from Chairman Sam Graves (R-MO) and Ranking Member Rick Larsen (D-WA), the lengthy markup highlighted several policy disputes likely to continue throughout the legislative process. Committee members considered nearly 160 amendments, with Democrats largely focused on preserving low-emission transportation and transit programs, while Republicans emphasized regulatory reform and operational flexibility for industry stakeholders.

Overall, the proposal represents a strong starting point for bus transit under extremely challenging fiscal and political conditions. At the same time, significant work remains ahead as the process now moves toward committee markup and possible Senate consideration. On behalf of NVTA and through our work with The Bus Coalition (TBC), CFM will continue aggressively advocating for additional improvements as the legislation advances, particularly in the Senate where additional opportunities remain to strengthen bus funding and policy provisions.

Avoiding a 50 Percent Cut to the Bus Program

At the beginning of the drafting process, we had reason to believe that the House would use baseline funding scenario that did not account for the Advanced Appropriations included in the Infrastructure Investment and Jobs Act (IIJA). Because the 5339 Bus and Bus Facilities Program relies heavily on Advanced Appropriations, the baseline scenario would have reduced annual bus funding from approximately \$2.2 billion to roughly \$1.1 billion annually — a nearly 50 percent cut from current levels.

This issue represented one of the most significant threats to bus funding in over a decade. As part of The Bus Coalition (TBC), we repeatedly raised concerns with NVTA's delegation and the Committee and highlighted the impact such a reduction would have on fleet replacement, facilities construction, and service reliability nationwide. Thanks to strong engagement from NVTA and other TBC members and allies, the House proposal now substantially exceeds that original baseline.

Under the draft legislation, the 5339 Buses and Bus Facilities Program is expected to begin at approximately \$1.695 billion in FY27 and increase to approximately \$2.295 billion by FY31.

While we will continue to advocate for the Senate to increase the available funding levels, particularly in the competitive grant program, this represents a major



improvement over the original baseline scenario and puts the bus program on a much stronger long-term trajectory moving forward.

Importantly, by increasing authorized funding levels over the life of the bill, the legislation effectively resets the future funding baseline for the bus program. This addresses one of the primary structural challenges created by Advanced Appropriations under IIJA and significantly improves the long-term outlook for federal bus capital funding.

As Senate committees begin to consider the bill text, we have set up additional meetings with key committees of jurisdiction to highlight the importance of this funding and encourage the committees to increase the funding on their end.

Major Progress Protecting Competitive Grants

One of NVTA and TBC's top share priorities throughout the reauthorization process was preserving strong competitive grant funding under Section 5339.

During negotiations, we heard repeatedly that some policymakers wanted to shift a much larger share of bus funding into formula programs. While formula funding is important, especially for the nation's largest urban transit systems, CFM and TBC strongly emphasized that midsize, rural, and smaller transit agencies depend heavily on competitive grants to support larger, "lumpy" capital purchases such as bus replacements and facility projects.

Under the original baseline scenario, competitive bus funding could have dropped below \$350 million annually. Instead, the House proposal funds the competitive program at approximately at \$516.4 million in FY27 and increases annually to \$744.6 million by FY31.

This is a significant improvement over where discussions began.

In addition, the legislation consolidates competitive funding into the 5339(b) program and makes the program technology neutral by folding the current 5339(c) competitive program into 5339(b).

While we are encouraged by the progress we made to restoring funds to the competitive pot, CFM will continue working aggressively in the Senate to further strengthen competitive funding levels.

New Support for Midsize and Smaller Transit Systems

CFM also worked closely on the Hill to improve formula access for smaller and midsize transit systems. The legislation includes several important provisions that will help smaller operators better utilize federal bus funds, including:



- Increasing the 5339a state set-aside from \$4 million per state to \$6 million, helping smaller transit systems gain more direct access to federal formula funding
- Creating a new 5 percent set-aside within the 5339(a) formula program for smaller transit systems
- Allowing transit systems additional time to accumulate formula funds by extending the obligation window from 4 years to 6 years.

These provisions collectively recognize the unique challenges smaller agencies face when trying to fund major bus and facility purchases and represent meaningful progress toward more equitable access to capital funding.

Small Transit Intensive Cities (STIC) Increase Will Further Benefit Smaller Systems

The legislation also increases the STIC set-aside from 3 percent to 5 percent. This change will direct additional 5307 formula resources toward smaller and highly efficient transit systems and represents another important win for communities outside the largest urbanized areas.

In addition to funding improvements, the bill includes several major policy reforms long supported by CFM.

1. National Environmental Policy Act (NEPA) Reform for Real Property Acquisition

The legislation would provide parity between Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) property acquisition rules by allowing transit systems to acquire property before completing the NEPA process.

This is a major reform that will help reduce project delays, avoid cost escalation, and provide transit agencies greater flexibility during project development.

2. Elimination of the Spare Ratio Requirement

TBC has strongly advocated for elimination of FTA's outdated spare ratio policy, and we are pleased the House bill includes this reform.

Transit agencies are already incentivized to carefully manage fleet procurement due to the rapidly increasing cost of buses. Eliminating the spare ratio requirement removes an unnecessary administrative burden and provides transit managers greater operational flexibility.

3. 180-Day Shot Clock for Buy America Waivers

The legislation also establishes a 180-day timeline for Buy America waiver decisions. This is a practical and important reform that will provide greater certainty for transit systems and manufacturers while helping ensure more timely federal decision-making.



While this legislation represents substantial progress under extremely difficult fiscal and political conditions, significant work remains ahead. The Senate has not yet released its transit proposal, and their timing is still uncertain. However, CFM will continue advocating aggressively to:

- Further strengthen overall bus funding
- Increase competitive grant funding
- Advance additional procurement and project delivery reforms
- Preserve local flexibility over propulsion decisions
- The reauthorization process began amid serious headwinds, including a projected Highway Trust Fund deficit exceeding \$130 billion and strong pressure to shift transit funding toward highway and formula programs. Despite these challenges, we helped secure meaningful gains for bus transit nationwide.

We will continue keeping NVTA updated as the House process moves forward and as the Senate begins developing its proposal.

Washington Update: Continued Turnover in the Trump Administration and Midterm Election Political Pressures

Continued Turnover Creates New Challenges for the Trump Administration

While Congress continues working through major legislative priorities, the Trump Administration experienced another major personnel shakeup this week as Director of National Intelligence (DNI) Tulsi Gabbard announced plans to resign effective June 30. President Trump stated that Principal Deputy DNI Aaron Lukas will serve as acting director following her departure, describing him as “highly respected.”

Gabbard’s departure marks the latest in a growing series of high-level exits during the first 15 months of President Trump’s second term and continues a pattern of turnover that frequently defined his first administration. In addition to Gabbard, Attorney General Pam Bondi, Homeland Security Secretary Kristi Noem, Labor Secretary Lori Chavez-DeRemer, and several senior national security and immigration officials have either departed or announced plans to leave their positions.

The circumstances surrounding many of these departures have varied, ranging from policy disagreements and political infighting to disputes involving immigration enforcement operations, foreign policy, and internal management concerns. However, the cumulative effect has fueled broader questions in Washington regarding long-term stability and cohesion within the administration.

Gabbard’s tenure as DNI proved especially contentious. Earlier this year, she faced bipartisan scrutiny following her participation in a federal raid involving an election facility in Fulton County, Georgia. Critics argued the operation blurred the line between intelligence operations and domestic political matters, while administration officials



maintained the effort was tied to investigations involving foreign threats to election systems.

She also reportedly faced internal criticism over congressional testimony related to Iran's nuclear program and the administration's evolving justification for military operations in the region.

Her departure now creates another high-profile vacancy requiring Senate confirmation at a time when the congressional calendar is becoming increasingly compressed ahead of the 2026 midterm elections. More broadly, the continued turnover highlights the growing difficulty modern administrations face navigating an increasingly polarized and time-consuming Senate confirmation process, leaving critical agency positions vacant for extended periods during major legislative and regulatory fights.

Republicans and Democrats Face Growing Midterm Political Pressures

As the 2026 midterm elections begin to take shape, both Republicans and Democrats are confronting a political environment defined by voter frustration and growing skepticism toward Washington.

For Republicans, the challenge is balancing the political strengths President Trump brings to the party with the realities of defending congressional majorities. That tension was particularly evident in Texas, where Trump's endorsement of Attorney General Ken Paxton over incumbent Senator John Cornyn sparked concerns among Senate Republicans that a divisive primary could create an otherwise avoidable general election challenge. Democrats quickly seized on the opportunity, with candidate James Talarico raising more than \$3 million within 24 hours of Paxton securing the nomination. While Texas remains a difficult state for Democrats to win statewide, the race may require Republicans to spend resources that otherwise could be directed toward more competitive battlegrounds.

Republicans also continue to navigate broader economic concerns that remain top-of-mind for many voters. Despite the administration's focus on immigration, foreign policy, and cultural issues, polling consistently shows that affordability and cost-of-living concerns remain dominant voter priorities. Some Republicans worry that proposals such as the administration's \$1.8 billion compensation fund for victims of alleged political "weaponization and lawfare" risk distracting from those kitchen-table issues heading into the election cycle.

Democrats, however, face challenges of their own. While the party hopes to benefit from traditional midterm dynamics and voter dissatisfaction with the administration, it continues to struggle with internal divisions over messaging and priorities. Progressive and moderate factions remain divided on how best to rebuild the party's coalition, particularly among working-class and independent voters.



Those challenges are unfolding against a backdrop of broader voter frustration. [Recent polling shows](#) that more than 43% of Americans express dissatisfaction with both major political parties, reflecting an increasingly anti-establishment electorate that appears less attached to traditional partisan loyalties than in previous cycles.

As a result, the 2026 midterms will likely be less of a referendum on one party and more as a test of which side can better convince frustrated voters that it offers a credible alternative to the status quo.

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PLATINUM | ADVISORS

May 29, 2026

TO: Danielle Schmitz, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

May Revise: The updated version to Governor Newsom's January budget proposal reflects newer, better, revenue estimates and sets the stage for the final round of negotiations with the Legislature. The state has more money than expected thanks in large part to stock market gains tied to artificial intelligence and the possibility of major IPOs from companies like OpenAI, Anthropic, and SpaceX.

That gives Newsom a stronger short-term story than he had in January, but it does not erase the structural problem. California is still spending more than its revenue base can reliably support. The out-year deficits are still large, reaching \$67 billion in 2029-30. Health care costs are still pushing upward. Federal cuts are still a live threat. And the state is still heavily dependent on high-income earners and capital gains, which is great when the market is roaring and a lot less charming when it is not.

The May Revision is a plausible draft that includes spending reductions, a cap on certain corporate tax credits, record-high education spending, a new wildfire rebuilding fund, and expands the application of sales tax to include software sales. Governor Newsom's spending plan is restrained without sounding like he is taking a chainsaw to the safety net.

To take the edge off the out-year deficits, the Governor is proposing through the May Revise a 2-year budget solution. While the short-term revenue bump helps balance the 2026-27 budget, the May Revise proposes placing \$9.7 billion in the Projected Surplus Temporary Holding Account to help address the 2027-28 deficit. It will be difficult to protect these funds from efforts to divert it to legislative spending priorities.

To bump up revenues, the May Revise proposes to expand the application of the sales tax to digital prewritten software and software as a service. This would generate for the state \$450 million in 2026-27, growing to \$900 million in 2029-30. In addition, local sales tax revenue is projected to increase by \$560 million in 2026-27 and by approximately \$1.1 billion annually thereafter.

On the downside, the May Revise further downgrades the forecast of cap & invest revenue. According to the Department of Finance the update drops total auction revenues for 2027-28 to \$3.4 billion, down from the January forecast of \$3.8 billion. The funding target to fully fund the SB 840 expenditure plan is \$4.2 billion. With this adjustment, funding for Low Carbon Transit Operations Program (LCTOP) drops to \$105 million, and Transit and Intercity Rail Capital Program (TIRCP) drops to \$209 million. However, the drop in LCTOP funds is offset by higher sales tax returns due to higher diesel prices. The amount of revenue allocated via the STA formula has increased from a little under \$1 billion to \$1.2 billion.

Cap & Divest: After 18 hours of presentations, public comments and board deliberation, California Air Resources Board (CARB) adopted the April 14th amendments to the cap & invest program. Transit agencies led the charge in opposing this proposal. These controversial changes were applauded by Governor Newsom, but the impact these changes will have on public transit and affordable housing programs could be significant.

The amendments generally do 3 things. First, they reduce the total number of credits available between 2027 and 2030 by 118 million credits. This shrinks the pie. Second, of the remaining available credits, the amendments reallocate the amount to each share. The amendments increase the allocation to the Climate Credit, which is used to offset utility bills for consumers, by 7.4%, or 57 million credits, and increase the industrial allocation by 3.5%, or 26 million credits. This further reduces the slice of the pie set aside for the auction. It is the sale of these credits that funds the Greenhouse Gas Reduction Fund (GGRF), which is how the SB 840 expenditure plan is funded. Third, the amendments create a new program called the Manufacturing Decarbonization Incentive (MDI) program. MDI would provide assistance for near term Greenhouse Gas (GHG) reductions by backfilling the loss of federal funding programs. The number of credits available for this program between now and 2030 equals the total amount of credits reduced, or 118 million credits. CARB would revisit the MDI allocation in 2030.

This is a zero-sum game. Reducing the total amount of credits and allocating more credits to utilities and industry reduces the number of credits available for auction, and thus less funds available for the SB 840 expenditure plan. The most at risk are the Tier 3 programs because they will be the first ones cut. This includes funding for LCTOP, TIRCP, and Affordable Housing & Sustainable Communities programs. However, the level of impact is debatable.

The Legislative Analyst's Office (LAO) rang alarm bells when it estimated CARB's changes would impact to the GGRF by \$2 billion. At this level, all funding for Tier 3 would be eliminated and Tier 2 would be reduced. However, during the Board deliberations the discussion and debate raised questions about the accuracy of that number. CARB Executive Officer pointed out that fewer credits available do not translate into a dollar-for-dollar revenue reduction. The reduced number of credits

available should result in higher credit prices, simple supply v. demand. While CARB staff are reticent about forecasting auction outcomes, their on-the-spot estimate pegs the reduction at \$700 million. Still a significant impact, but it would not zero out Tier 3.

The Board did amend its resolution to direct the Executive Officer to report to the board on the impact of the MDI credits that are allocated to industry would have on GGRF funding. This report must be provided to the Board before any MDI credits are allocated. Surprisingly, the discussion about the MDI program appears to have changed Senator Stern's mind about the value of the MDI program. Senator Stern said he would see about having the LAO revisit its review of the cap & invest changes, and their estimated impact.

With the adoption of these amendments, these regulatory changes are now sent to the Office of Administrative Law (OAL) for review. If OAL does not find any significant problems, the changes are expected to take affect September 1st. This is not the end of the fight. The Senate Budget Subcommittee adopted language countering CARB's proposal. There is no expectation that the Senate's proposal will be enacted, but it sets the stage for additional negotiations on the cap & invest program.

The Senate Strikes Back: Senate Budget Subcommittee 2 drew its line in the sand with the adoption of the "Deal is a Deal" budget bill language. This proposal is aimed at taking back control of the cap & invest funding program from CARB. It basically puts a hold on CARB's amendments.

This action is a place marker for negotiations between the Administration over who sets the priorities and parameters of the cap & invest program. It is unclear at this time whether the Assembly will join this effort or forge its own path. The Deal is a Deal language includes the following:

- Specifies that, notwithstanding existing law, no appropriations shall be made from the Greenhouse Gas Reduction Fund, including continuous appropriations and reappropriations, unless either of the following occurs:
 - Department of Finance makes a written determination that estimates at least \$5.7 billion will be generated for GGRF in 2026-27 & 2027-28, and there will be no Tier 3 reductions.
 - \$1 billion from the GGRF is appropriated in 2026 -27 for the Legislative priorities, and no Tier 3 reductions.
- Budget bill language that specifies no later than July 6, 2026, the Department of Finance shall provide the Legislature updated revenue estimates for 2026 -27 and 2027 -28, incorporating as applicable any decisions taken by the Air Resources Board on the cap-and-invest regulation at its May board meeting.

- Budget bill language that specifies that, notwithstanding existing law and regulations, the Air Resources Board shall not create or distribute any Manufacturing Decarbonization Incentive allowances, unless all the following conditions are met:
 - CARB makes a written determination, which is reviewed and accompanied by written comments from the Independent Emissions Market Advisory Committee that the use of any such allowances is consistent with the statewide emission reductions required by latest climate change scoping plan.
 - California Energy Commission makes a written determination that providing refiners with additional allowances will lower retail gasoline prices.
 - Finance makes a written determination estimating that at least \$5.7 billion will be generated for the Greenhouse Gas Reduction Fund in both 2026 - 27 and 2027 -28 and that no programs will receive reductions.

Transit Audit: Last year the Joint Legislative Audit Committee approved a request from Senator Aisha Wahab to audit the performance of transit operators in the Counties of Alameda and Contra Costa and Metropolitan Transportation Commission (MTC), and make recommendations on how to improve performance, coordination, and consolidation. The State Auditor posted the final report last week. The State Auditor said, *“We found that the transit agencies regularly coordinate, including directly with each other and as part of regional initiatives, and there are few barriers to their collaboration.”*

The audit found that any consolidation faced several obstacles, and made no findings with respect to the transit operators. However, the report does make the following findings:

- Recommend that the Legislature consider amending state law to extend the deadline that agencies currently have to make all new bus purchases zero-emission buses or allocate new funds to the transit agencies for these purchases.
- Recommend that MTC identify any additional funding sources, such as federal, state, or locally generated revenue, which could be obtained and directed to transit agencies at risk of reducing services.
- Recommend that MTC establish realistic and attainable time frames for each of its transit action plan items by setting major milestones and identifying risks and mitigation strategies for delays caused by interdependent activities.

PLATINUM | ADVISORS

May 29, 2026

ATTACHMENT 3
 NVTA Board Item 9.5
 June 17, 2026

TABLE 1: BOARD ADOPTED POSITIONS

	Subject	Status	Position
<p>AB 259 (Rubio, Blanca D) Open meetings: local agencies: teleconferences.</p>	<p>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.</p>	<p>Senate Judiciary Two-Year Bill</p>	<p>Watch</p>
<p>AB 954 (Bennett D) State transportation improvement program: bicycle highway pilot program.</p>	<p>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).</p>	<p>Senate Floor Inactive File</p>	<p>Watch</p>
<p>AB 1821 (Pacheco D) California Public Records Act: agency response time.</p>	<p>AB 1821 converts the California Public Records Act's (CPRA's) requirement to confirm that disclosable records are in the possession of the public agency must be done within 10 and 14 business days rather than currently required within calendar days.</p> <p>AB 1821 specifies that response times to a request should be tied to business days rather than calendar days. This small change ensures that agencies' timelines actually align with the hours they work. As a result, agencies may continue to respond to requests in a timely manner without being</p>	<p>Senate Rules</p>	<p>Support</p>

	Subject	Status	Position
AB 1821 <i>(Continued)</i>	held to timelines that fall outside of standard business or processing hours.		
AB 1837 (González, Mark D) Video imaging of parking violations.	<p>AB 1837, as amended, would extend the sunset date until December 31, 2034, on the authority to use video imaging to enforce parking violations in bus only lanes and at bus stops.</p> <p>The amendments would also prohibit an operator from commencing this program when the sunset date is less than two years away. The reports submitted by operators must also include “precise” data used to draw conclusions in the report.</p> <p>Language was also added increasing privacy protections by prohibiting the use of facial recognition systems and prohibiting access to the data by federal authorities. The video evidence must also blur out non-relevant license plates and pedestrians.</p>	Senate Rules	SUPPORT
AB 1890 (Aguiar-Curry D) County of Napa: farmworker housing: funding.	<p>Assembly Appropriations approved AB 1890.</p> <p>If funds are appropriated in the budget, this bill would increase the amount of funding the Department of Housing and Community Development (HCD) awards to the Napa County Housing Authorities (NCHA) farmworker centers from \$250,000 to \$500,000, annually.</p> <p>AB 1890 builds upon AB 317 (Aguiar-Curry) that was enacted in 2016, which authorized \$200,000 in state General Fund to support the Napa County farmworker centers. The AB 317 funding is set to expire in the 2028-29 fiscal year.</p>	Senate Rules	Support
AB 1944 (Lee D) Zero-emission transit buses: axle weight.	Since zero emission bus technology has not advanced as expected, zero emission transit buses continue to exceed the 22,000-pound axle weight limit. AB 1944 would create a new standard that allows for an axle weight limit for zero emission buses to be up to 25,000 pounds for zero emission buses	Senate Transp.	SUPPORT

	Subject	Status	Position
AB 1944 <i>(Continued)</i>	<p>purchased by specified dates. Specifically, AB 1944 would create the following limits for buses purchased by specified dates, which is similar to prior existing law:</p> <ul style="list-style-type: none"> • Purchases made from January 1, 2027, to December 31, 2027, the limit would be 25,000 pounds. • Purchases made from January 1, 2028, to December 31, 2029, the limit would be 24,000 pounds. • Purchases made from January 1, 2030, to December 31, 2031, the limit would be 23,000 pounds. • Purchases made after January 1, 2031, the limit would be 22,000 pounds. 		
AB 2015 (Wicks D) Department of Transportation: third-party navigation applications: study and report.	<p>AB 2015 would require Caltrans in consultation with California State Transportation Agency (CalSTA) and local authorities, to conduct a comprehensive study and make recommendations on the impact of third-party navigation applications on the state highway system and local street and road networks by January 1, 2028.</p> <p>While the use of navigation apps has reduced travel times, the use of these apps has resulted in routing travelers down neighborhood streets. AB 2015 intends to examine the impact this re-routing has on traffic and pedestrian/bicycle safety.</p>	Senate Rules	Watch
AB 2051 (Wicks D) Public resources: Coastal Resilience Permitting Working Group.	<p>AB 2051 requires the Secretary of the California Natural Resources Agency (CNRA), in consultation with the Secretary for Environmental Protection (CalEPA), to convene a Coastal Resilience Permitting Working Group (Working Group) for the purpose of developing a Coastal Resilience Permitting Roadmap (Roadmap) to accelerate coastal resilience projects.</p>	Senate Rules	Watch

	Subject	Status	Position
AB 2051 <i>(Continued)</i>	The intent of this bill is to create a more consistent, cross-agency approach to coordination and streamlining for a broader set of climate adaptation and resilience projects and builds on existing permit streamlining efforts by addressing clear gaps in their scope rather than duplicating work.		
AB 2168 (Wicks D) Active Transportation Program: guidelines	<p>This measure would amend the Active Transportation Program (ATP) to emphasize the need for ATP projects to increase access to public transit.</p> <p>AB 2168 expands the types of projects eligible for ATP funding to include projects that provide access to transit and requires the California Transportation Commission (CTC), on or after January 1, 2028, to include in its ATP guidelines penalties for failure to use ATP funds in a timely manner.</p>	Senate Rules	Watch
SB 239 (Arrequín D) Open meetings: teleconferencing: subsidiary body.	<p>SB 239 was recently gutted and amended to now deal with issues related to criminal threats.</p> <p>SB 239 was introduced last year to make changes to the Brown Act that were later added to SB 707. SB 239 will be removed from future reports.</p>	Assembly Desk	Watch (prior version)
SB 445 (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 (CHSRA).</p> <p>Similar to prior versions of the bill, SB 445 would authorize the CHSRA to develop and adopt regulations governing third-party permits and approvals that are necessary to deliver the project.</p>	<p>Assembly Approps</p> <p>Held on Suspense</p>	Watch
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.	<p>Assembly Transp.</p> <p>Two-Year Bill</p>	Support

	Subject	Status	Position
SB 569 <i>(Continued)</i>	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.		
SB 1087 (Cabaldon D) Transportation planning: sustainable communities strategies: transportation funding programs.	<p>SB 1087 makes numerous changes to existing Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) guidelines and requirements including, how greenhouse gas emissions (GHG) reduction targets are set, the timeline for updating the plans, and how GHG reduction strategies are evaluated. Extends GHG reduction targets to 2045.</p> <p>NVTA is taking a Support If Amended position to ensure projects in the Regional Transportation Plan that commence before 2045, but are currently scheduled for after 2035 remain eligible for funding. Senator Cabaldon's office has drafted amendments to address this concern, and the amendments should be in print in the next week or two. Once the changes are in print, we will send a letter in support of the bill.</p> <p>While additional changes are being considered, SB 1087 makes the following changes.</p> <ul style="list-style-type: none"> • Shift the SCS planning cycle from every four years to every eight years. • Shifts oversight of the SCS plans from CARB to the CTC. • Exempt the development of the SCS, Regional Transportation Plan, or an alternative SCS from the California Environmental Quality Act (CEQA) if specified public outreach measures are met. 	Assembly Rules	Support If Amended

	Subject	Status	Position
<p><u>SB 1087</u> <i>(Continued)</i></p>	<ul style="list-style-type: none"> • Requires projects receiving either Trade Corridor Enhancement Program funds or Solutions for Congested Corridor Funds must be consistent with the SCS and RTP. • Requires greater transparency in how CARB develops the GHG reduction targets for a region. 		