



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 January 2026.

BACKGROUND

Federal Update:

The January 2026 Washington Update outlines recent federal transportation funding activity and shifting policy priorities relevant to state and local agencies. USDOT awarded approximately \$982 million through the Safe Streets and Roads for All (SS4A) program for 521 projects nationwide, with large implementation-focused safety projects dominating the awards; while NVTA did not apply in this cycle, preparation is underway for a competitive application in the expected Spring–Summer 2026 round.

Congress closed out 2025 without finalizing any of the remaining FY 2026 appropriations bills, setting up a high-pressure funding debate ahead of the January 30 deadline. While House and Senate appropriators have reportedly agreed on topline funding levels for half of the annual spending bills, major gaps remain—particularly for Energy and Water and the large Defense and Labor-HHS-Education measures—raising the possibility that unfinished work could be bundled into larger packages or a full-year continuing resolution.

In contrast to the stalled spending process, the Senate advanced a bipartisan compromise FY 2026 National Defense Authorization Act, authorizing \$900.6 billion in defense spending. The bill includes Pentagon acquisition reforms, a military pay raise, and investments in next-generation defense systems, though it continues to draw criticism over aviation safety provisions related to military training flights near Reagan National Airport.

Ahead of the recess, the Senate also moved quickly to confirm dozens of Trump administration nominees, bringing total confirmations to 417 and filling a wide range of senior government, legal, and diplomatic posts.

Looking to 2026, congressional leaders expect a more political and less productive legislative environment shaped by the midterm elections, with fewer days in Washington and most substantive policymaking concentrated early in the year. Both parties are expected to intensify cost-of-living messaging as a central campaign theme, while the Supreme Court is poised to issue a closely watched tariff ruling early in 2026 that could significantly affect presidential trade authority and have broad economic and market implications.

State Update:

The California Legislature reconvened on January 5th for the second half of the 2025–26 session, with an active start that includes Governor Newsom’s in-person State of the State address and the release of his proposed 2026–27 budget. The Governor has released his final budget proposal of his term, outlining a \$348 billion spending plan for 2026–27 that reflects a significantly smaller deficit than previously projected by the Legislative Analyst’s Office (LAO) of \$18 billion. The Department of Finance (DOF) now estimates a \$2.9 billion shortfall, relying on stronger-than-expected revenue performance, including robust cash receipts and stock market gains, and assuming continued economic stability. While the budget maintains substantial reserves totaling approximately \$23 billion, the outlook becomes more concerning in future years, with projected deficits growing to \$22 billion by 2027–28. The Administration has indicated it will address these longer-term structural issues in the May Revision by reconsidering spending commitments.

From a transportation perspective, while the budget claims to maintain existing funding commitments, several key programs face reductions or uncertainty. The anticipated \$230 million for the Zero Emission Transit Capital Program does not appear in the proposal, and State Transit Assistance funding is projected to decline slightly due to lower fuel prices, with the Low Carbon Transit Operations Program falling well below its statutory target due to weaker cap-and-invest auction revenues. The budget also proposes limited authority for short-term transit loans through MTC, which would not address the broader fiscal cliff facing the biggest Bay Area transit agencies. Additionally, the Governor proposes redirecting a significant share of discretionary cap-and-invest funds to wildfire response, potentially eliminating funding for zero-emission vehicle and infrastructure programs, while introducing a tax compliance change for food delivery platforms expected to significantly boost state and local sales tax revenues beginning in 2027.

ATTACHMENTS

- 1) January 2026 Federal Update (CFM Advocates)
- 2) January 12, 2026 State Update (Platinum Advisors)
- 3) January 2026 State Bill Matrix (Platinum Advisors)



To: Napa Valley Transportation Authority (NVTVA)
From: Joel Rubin and Tara Kroft, CFM Advocates
Re: January 2026 Washington Update

Latest Washington Transportation Activity

Department of Transportation (DOT) Safe Streets and Roads for All (SS4A) Grant Awards Announcement

DOT has released the Safe Streets and Roads for All (SS4A) awards. On December 23, 2025, USDOT announced just over \$982 million in SS4A awards for 521 projects nationwide, spanning both Planning and Demonstration and Implementation grants. Funding was widely distributed across states and communities of all sizes, with a notable emphasis on large, construction-ready safety projects in the Implementation category.

Several states emerged as clear funding leaders based on the posted award table. Florida received the largest share overall, followed closely by a mix of traditionally red and blue states with strong safety project pipelines:

- **Florida:** approximately \$69.2 million, spread across multiple large city and county implementation projects focused on roadway redesigns, pedestrian improvements, and crash-reduction infrastructure.
- **California:** about \$56.1 million statewide, supporting a mix of urban Vision Zero buildouts and regional safety programs.
- **Georgia:** roughly \$54.3 million, driven by several sizable local government implementation awards.
- **Oklahoma:** about \$52.1 million, reflecting a strong showing for mid-sized cities and statewide safety investments.
- **Texas:** approximately \$47.1 million, spread across multiple urban and suburban jurisdictions.
- **Kansas and Mississippi:** each exceeded \$44 million, an unusually strong showing that underscores the program's appeal in rural and smaller-state contexts.

NVTVA did not submit an application for the 2025 round, but we are working with your team to pick the best and most competitive safety project for consideration in the upcoming 2026 round. We expect the next round of Safe Streets grants will open in the Spring with a likely deadline of Summer 2026.



Updated Better Utilizing Investments to Leverage Development (BUILD) Grants Notice of Funding Opportunity (NOFO)

DOT has released an updated NOFO for the FY26 BUILD Grant Program. BUILD is a highly competitive, national discretionary infrastructure program that funds planning and capital surface transportation projects with significant local or regional impact. BUILD is the statutory successor to the former RAISE (Rebuilding American Infrastructure with Sustainability and Equity) and TIGER (Transportation Investments Generating Economic Recovery) programs. The deadline for application is February 24, 2026.

As of now, it doesn't seem likely NVTa will submit an application in the FY26 round as projects that could compete well within this program are awaiting additional planning, design and engineering. However, we will be reviewing all options with your team over the coming days.

Major Shifts in FY 2026 Merit Criteria:

FY 2026 materially reorients BUILD away from climate- and equity-driven narrative scoring and toward safety outcomes, user experience, freight and logistics performance, domestic industry support, and federal industrial policy alignment.

- Priority criteria reordered: Safety, Quality of Life, Mobility & Community Connectivity, Economic Competitiveness
 - Environmental Sustainability removed as a priority criterion (still scored, but downgraded)
- Explicit integration of Executive Order-driven priorities, including:
 - Domestic energy production
 - Maritime industry restoration
 - Industrial reshoring
- Higher bar for “High” ratings, requiring system-level impact, documented plans, and alignment with national or state frameworks

Criterion-by-Criterion Highlights:

Safety — Expanded and Tightened

To score High, make safety a primary purpose and target a documented safety problem with specific, risk-mitigating actions:

- Prevent fatalities/serious injuries by eliminating at-grade crossings and/or separating freight and passenger traffic
- Protect motorized and non-motorized travelers from safety risks
- Reduce fatalities/serious injuries in the project area to below the statewide average (capital: quantify)
- Cite/apply Federal Transit Administration (FTA) Safety Advisory 23-1 (Bus-to-Person Collisions) where relevant



- Tie improvements to a documented safety risk mitigation strategy with corridor/port-wide/transit system impact

Environmental Sustainability — Downgraded

To score High, lead with resilience/redundancy/asset protection (not just mitigation):

- Improve resilience of at-risk infrastructure to extreme weather/natural disasters; include parallel/redundant alternatives if appropriate
- Show the project is in a resilience improvement plan that considers risk across modes/regions/interdependent sectors
- Incorporate green/gray resilience features (e.g., permeable pavements, bioswales/swales/berms, urban tree canopy, breakwaters) as appropriate

Quality of Life — Significantly Expanded

To score High, treat user experience as core project purpose:

- Beautify transportation infrastructure with context-appropriate design that improves experience while maintaining safety/ops efficiency
- Family-oriented design (strollers/caregivers) and supportive features (must be embedded in an eligible transportation project)
- Wayfinding + intuitive layouts + predictable operations (caregiver-centered usability)
- Transportation affordability as an outcome (reduced cost burden / better access to affordable options)

Mobility & Community Connectivity

To score High, show accessibility/network gains beyond Americans with Disabilities Act (ADA) minimums (Universal Design) and include freight where relevant:

- Enhance accessibility for families and people with disabilities using Universal Design
- Reconnect communities by removing physical barriers and restoring direct, affordable options
- Increase non-motorized accessibility in underserved communities
- Provide options for intermodal/multimodal freight shippers and address last-mile freight plans in a multimodal approach

Economic Competitiveness & Opportunity

To score High, connect the project to nationally salient economic outcomes + freight performance:

- Advance domestic energy (Executive Order [EO] 14154) and/or restore maritime industries (EO 14269), if applicable



- Support reshoring/industries of national interest (critical minerals, steel, defense industrial base, pharmaceuticals)
- Include union participation / project labor agreements (PLAs) that promote cost-effectiveness and open competition
- Improve intermodal/multimodal freight mobility; address freight bottlenecks (National Freight Strategic Plan/State Freight Plan/industry measures like American Transportation Research Institute [ATRI])
- Support exports, safe truck parking, and/or tourism access where credible

State of Good Repair

To score High, prioritize assets where failure is expensive and disruptive:

- Restore/modernize core assets at/over useful life
- Prioritize infrastructure with high cost of failure (example: bridges with lengthy detours)
- Reduce construction/maintenance burdens through efficient, integrated design
- Address current/projected system vulnerabilities (links cleanly to resilience)
- Avoid routine maintenance positioning without a clear failure-risk, lifecycle, or vulnerability case

Partnership & Collaboration

To score High, show continuous, outcome-driven engagement and delivery coordination:

- Meaningful engagement of residents/community based organizations (CBOs) throughout the lifecycle (process + incorporation of feedback)
- Formal public-private partnerships/joint ventures where appropriate
- Coordination with adjacent investments (economic development, commercial/residential, power/electric, broadband)
- Workforce development partnerships tied to training/placement/retention, apprenticeships
- More detail = better rating (DOT explicitly says specificity matters)

Innovation

To score High, innovation must be specific and improve safety, delivery speed, or system performance (and be new to the applicant/community):

- Innovative technologies (e.g., autonomous/connected environments, ADAS (Advanced Driver Assistance Systems) on transit, sensors/drones for inspection and real-time condition monitoring, grade crossing detection, curb digitization for freight/pickup/transit)
- Innovative project delivery (design-build, advanced digital construction management, accelerated bridge construction, digital as-builts, streamlined programmatic agreements)



- Innovative financing (Transportation Infrastructure Finance and Innovation Act (TIFIA)/Railroad Rehabilitation and Improvement Financing (RRIF)/Private Activity Bonds (PABs), demand management like congestion pricing)

Washington Update: 2025 Wrap Up

No Spending Deal Before Recess as Appropriators Eye Busy January

Despite a rapidly approaching January 30 funding deadline, lawmakers left town without finalizing any of the nine remaining fiscal year 2026 appropriations bills (all of which were due by October 1). That dynamic is setting up a high-pressure start to the new year—especially as leaders weigh whether unfinished bills will be packaged into larger vehicles or rolled into a full-year continuing resolution.

House Appropriations Chairman Tom Cole (R-OK) and Senate Appropriations Chair Susan Collins (R-ME) have reportedly agreed on topline allocations for six of the twelve annual spending bills. However, gaps remain—including the Energy and Water Development and Related Agencies Appropriations Act and the two largest measures: the Defense and Labor, Health and Human Services, Education, and Related Agencies Appropriations bills. Sources close to negotiations suggest the outlines of a deal may be close and Democrats have committed to working in a bipartisan basis to fund the remaining bills as long as there aren't any major poison pills.

Senate Advances Compromise NDAA, Poised for Final Passage

Before the Senate adjourned for 2025, they approved final passage of the FY2026 National Defense Authorization Act (NDAA), clearing a key procedural hurdle with a bipartisan 77–20 vote to invoke cloture on a motion to concur with the House-passed version of the bill.

The legislation reflects a House–Senate conference compromise and authorizes \$900.6 billion in defense spending—roughly \$8 billion more than both President Trump's budget request and the topline approved in the earlier House-passed version (H.R. 3838). The House approved the final compromise on December 10, and the Senate is now positioned to send the bill to the President.

Senate Armed Services Committee Chairman Roger Wicker (R-MS) highlighted the bill's significance following a meeting with Defense Secretary Pete Hegseth, arguing the measure includes “historic reforms” to Pentagon operations, including provisions intended to streamline acquisition and procurement processes.



On the Democratic side, Armed Services Ranking Member Jack Reed (D-RI) spoke in support of the bill ahead of the cloture vote, emphasizing major quality-of-life and readiness items, including a 3.8% pay raise for servicemembers and substantial authorizations for next-generation defense platforms, including hypersonic weapons and advanced combat vehicles. Reed also underscored provisions aimed at limiting unilateral executive action, including restrictions tied to troop posture changes in Europe and South Korea.

Despite the rare display of bipartisan cooperation, criticism persists. One of the most contentious issues involves language governing military training flights near Ronald Reagan Washington National Airport, added in response to last year's fatal collision between a passenger jet and an Army Black Hawk helicopter that resulted in 67 deaths. A bipartisan group of lawmakers and the chair of the National Transportation Safety Board have warned the provision may not go far enough to address airspace coordination and safety concerns. Senate Commerce leaders Ted Cruz (R-TX) and Maria Cantwell (D-WA) have also raised alarms that the language could create new risks in the region.

Senate Pushes Through Dozens of Trump Nominees

As part of its efforts to clear the decks before recess, Senate leadership moved a broad package of nominees as frustration continues to build over the number of senior posts that remain vacant.

Senate Republicans voted 53-43 to put in place dozens of Trump administration choices to fill vacancies across various departments and agencies. This includes numerous assistants and undersecretaries, U.S. attorneys and ambassadors. The vote brings the GOP's total of confirmed nominees to 417, a mark higher than the first year in President Trump's first term or former President Biden's White House tenure.

Headlining the group are former Representative Anthony D'Esposito (R-NY), who will serve as inspector general at the Department of Labor; Scott Mayer and James Murphy, who will join the National Labor Relations Board; and Tammy Bruce, the ex-State Department spokesperson who will now become the Deputy Representative to the United Nations.

Looking Ahead to 2026: Fewer Legislative Days, Sharper Messaging, and a Key Supreme Court Tariff Ruling

As Congress turns the page to 2026, expectations are already shifting toward a more political, and less legislatively productive environment shaped by the midterm elections.

First, the congressional calendar will be compressed. With every House seat and a third of the Senate on the ballot, members of both parties will spend more time back home fundraising and campaigning, translating into fewer legislative and voting days in legislative



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PLATINUM | ADVISORS

January 12, 2026

TO: Danielle Schmitz, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

Governor Newsom released his final budget proposal for his term. The 2026-27 budget proposal outlines a \$348 billion spending plan that addresses a budget deficit far less than the LAO's prior predictions. The governor is relying on a three-year revenue window, known as the budget window, which estimates revenues over that period will be \$42 billion higher than earlier projections. While California's books still rise and fall with the fortunes of a small slice of high-income taxpayers and the market they live in, the Governor's outlook does not assume the downturn incorporated into the LAO's outlook.

The official problem, as the Department of Finance is framing it, is a "modest" \$2.9 billion shortfall in 2026–27. The General Fund would end the 2026-27 fiscal year with a Special Fund for Economic Uncertainties (SFEU) balance of \$4.5 billion, a \$4.1 billion Public School System Stabilization Account (PSSSA) balance, and \$14.4 billion in the Budget Stabilization Account/ Rainy Day Fund (BSA), for a total reserve tally of \$23 billion.

However, out-year deficits are much larger. The budget proposal forecasts the deficit growing to \$22 billion in 27-28. As part of the Governor's May Revision, the administration intends to head off this shift by addressing spending commitments now to address the growing shortfall in the 2027-28.

DOF v. LAO: How did we go from an \$18 billion gap to a \$2.9 billion deficit? In short, the DOF is using updated revenue performance, and it is leaning into recent strength in cash receipts and the stock market. For example, December 2025 revenue exceeded projections by \$2.9 billion, and in all prior months this fiscal year has so far exceeded projections by about \$1 billion each month. The LAO, by contrast, baked in a more cautious view of what happens next, including the possibility that the current run-up cools off or reverses, such as bursting the AI stock bubble. In plain terms, the administration's number assumes the good times don't abruptly end, and the LAO's number assumes they might.

Transportation: The Budget proposal states that the 2026-27 budget maintains the funding commitments made in the current year budget. However, it appears that some of those commitments have fallen off the table.

- *Zero Emission Transit Capital Program:* Based on initial review of the budget, it appears that the budget does not contain \$230 million in Zero Emission Transit Capital Funds that were expected next year. It is unclear whether the Administration plans to shift this commitment to a future fiscal year.
- *State Transit Assistance:* Funding for the base amount of STA in 2026-27 is projected to be \$858 million. This is a little over \$30 million less than the current year, likely due to lower fuel prices. In addition, Low Carbon Transit Operations Program (LCTOP) is forecast to total only \$142 million. The LCTOP is funded by cap & invest auction revenue and is statutorily pegged at \$200 million, unless auction revenue falls short.
- *Bay Area Transit Loan:* The budget summary states. “the Budget proposes statutory changes to authorize the Metropolitan Transportation Commission (MTC) to provide short-term loans to transit agencies facing cash flow challenges” This mirrors the proposal DOF released in December, but it falls far short of the commitment made in the 2025-26 budget to provide loans from the state’s general fund to address the fiscal cliff. The Administration’s proposal for short term loans would not address the fiscal cliff facing Bay Area transit operators.

Cap & Invest: The 2026-27 marks the first year of the new expenditure plan enacted by SB 840 (Limon), which totals \$4.2 billion in spending commitments. The goal of extending the cap & invest program last year was to stabilize the auction market. However, with federal threats continuing, auction revenues have not rebounded. As specified in SB 840 if auction revenue fall below \$4.2 billion then the allocations to Tier C programs are proportionately reduced. The budget summary forecast auction revenues will total only \$3.7 billion.

- *Low Carbon Transit Operations Program (LCTOP):* As mentioned above LCTOP is earmarked to get \$200 million in auction revenue. However, given the project shortfall, LCTOP is forecast to receive \$142 million in 2026-27.
- *Transit & Intercity Rail Capital Program (TIRCP):* Total funding for the competitive TIRCP project is \$418 million. This includes funding from SB 1 and auction revenue.
- *Discretionary Program:* SB 840 earmarks \$1 billion in auction revenue for legislative priorities. SB 840 also included legislative intent to use this revenue to implement specified programs. Of the \$1 billion in discretionary funds, the Governor’s budget proposes allocating \$750 million to CalFire, leaving \$250 million to fund the projects listed in SB 840, which include the following:
 - \$125 million for transit passes;

- \$25 million for seed funding for a University of California Climate Research Center;
- \$15 million for rebuilding Topanga Park;
- \$85 million for an entity chosen by the Legislature to support climate-focused technological innovation, related research, and the deployment of climate solutions;

There are no details available on how the transit pass program would be structured; however, funding this program is a priority for Senate Pro Tem Limon.

If the Governor's proposal is adopted and \$750 million is appropriated to CalFire, there would be no funding source for zero emission truck & bus rebates, zero emission fueling infrastructure, and zero emission demonstration programs.

Tax Adjustment: While technically there are no new taxes in the budget proposal, there is a \$10 billion adjustment. Buried in the back of the summary is a new tax proposal. This proposal would amend existing law to require food delivery services with over \$500,000 in annual deliveries, such as Grubhub & Uber Eats, to register as Delivery Network Companies (DNC). It is currently optional for food delivery companies to register as a DNC. By mandating these delivery services to register as DNCs, it would shift the responsibility to collect and submit sales tax revenue from the numerous small businesses to the DNC. This shift would improve compliance. This shift would start on January 1, 2027, and it is estimated to increase sales tax receipts by \$10 billion in 2026-27. Full year compliance would total \$20 billion annually in additional sales tax receipts. There would also be a bump in the collection of local sales tax revenue.

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January 5, 2026

Attachment 3
 NVTA Board Item 10.2
 January 21, 2026

The following matrix includes the two-year bills we have been tracking. The bills below in bold must be out of their house of origin by January 31st to remain alive. While bills that have been held on a Suspense File can move forward, it is highly unlikely that bills held on Suspense are released.

TABLE 1: BOARD ADOPTED POSITIONS

	Subject	Status	Position
AB 259 (Rubio, Blanca D) Open meetings: local agencies: teleconferences.	AB 259 was amended to extend the sunset date to January 1, 2030, rather than repealing the existing January 1, 2026, sunset. This bill would extend the existing authority allowing members of a legislative body to participate remotely if specific conditions are met.	Senate Judiciary Two-Year Bill	Watch
AB 954 (Bennett D) 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 Floor Inactive File	Watch
AB 1070 (Ward D) Transit districts: governing boards: compensation: nonvoting members	Assemblymember Ward pulled AB 1070 from the Assembly Local Government Committee agenda. This will result in the bill becoming a two-year bill. 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	Assembly Loc Gov. Two-Year Bill	Watch

	Subject	Status	Position
<u>AB 1070</u> (Cont)	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		
<u>AB 1268</u> (Macedo R) 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>SB 239</u> (Arrequin D) Open meetings: teleconferencing: subsidiary body.	The provisions in SB 239 will be added to SB 707, which is a comprehensive overhaul of Brown Act provisions related to remote participation. 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.	Senate Floor Inactive File	Watch
<u>SB 445</u> (Wiener D) Sustainable Transportation Project Permits and Cooperative Agreements.	SB 445 was gutted and amended to apply only to the California High Speed Rail Authority (CHSRA). 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.	Assembly Approps Held on Suspend	Watch

	Subject	Status	Position
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. Two-Year Bill	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