



## NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

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### **SUBJECT**

2025 Federal and State Legislative Advocacy Program and Project Priorities and Federal and State Legislative Update

### **STAFF RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board approve the 2025 Federal and State Legislative Advocacy Program (Attachment 1) and review the Federal and State Legislative update.

### **EXECUTIVE SUMMARY**

Each year, NVTA adopts an annual legislative advocacy program which provides NVTA staff direction on advocacy and project priorities in preparation for the upcoming Federal and State legislative session and ballot season.

The Federal Legislative Update will be provided by Jessica Aune and Tony Hobbs of Platinum Advisors in Washington, D.C., and the State Legislative Update will be provided by Steve Wallach of Platinum Advisors in Sacramento.

### **FISCAL IMPACT**

None



## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Memo

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**TO:** NVTA Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Kate Miller, Executive Director  
(707) 259-8634 / Email: [kmiller@nvta.ca.gov](mailto:kmiller@nvta.ca.gov)  
**SUBJECT:** 2025 Federal and State Legislative Advocacy Program and Project  
Priorities and Federal and State Legislative Update

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### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board approve the 2025 Federal and State Legislative Advocacy Program (Attachment 1) and receive the Federal and State Legislative update.

### **COMMITTEE RECOMMENDATION**

None

### **BACKGROUND**

Each year the NVTA Board approves the Federal and State Legislative Programs and Project Priorities to establish direction and to authorize staff to advocate for various policy principles and projects, and to seek grant funding.

Attachment 1 is the proposed 2025 Programs and Projects Priorities. Attachment 2 is the redlined version showing the changes from the 2024 Legislative Program and Project Priorities. A summary of the changes is included in Table 1 below.

**Table 1: Summary of Legislative Agenda Changes**

Item	Reason
<b>Federal Legislative Advocacy Program</b>	
Added Safe Streets and Roads for All program	This grant program can be applied to highway projects in Napa County

Added efforts to support VineGo reimbursement from Medicaid	Could provide additional resources for seniors and disabled
<b>State Legislative Advocacy Program</b>	
Advocate for Transit Oriented Development funding and permit streamlining	This would not only help NVTA's potential TOD but other housing developments that are in close proximity to transit
Added language around project delivery tools and innovative delivery and funding methods like CM/GC and tolling	This can be applied to projects like SR 37 improvements and potential other highway improvements in Napa County
<b>Regional and Local Advocacy Program</b>	
No changes	
<b>Project Priorities</b>	
Added Passenger rail including City of Napa connection to SMART	Napa/Solano counties are performing a joint rail study to complement the work the State has been doing around passenger rail
Added Transit Oriented Developments at NVTA's operating center and park and rides.	The Board has supported exploring TOD possibilities next to SGTC

**ALTERNATIVES**

The Board may elect not to approve the 2025 Federal and State Legislative Advocacy Programs and Project Priorities and instead, staff would request direction from the board on each individual issue or advocacy opportunity as they emerge. Depending on the deadlines for letters, grant applications, policy, and statutory changes, some opportunities may be lost since the board meets just once a month.

**STRATEGIC GOALS MET BY THIS PROPOSAL**

The Legislative Agenda meets all the strategic goals by supporting legislative advocacy for projects, regulatory and statutory reform, however, its impact has greater influence on three specific goals; meeting the needs of the entire community (Goal 1), improving system safety (Goal 2), and supporting Napa County's economic vitality by ensuring staff has the leverage to advocate on behalf of NVTA's priorities.

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**ATTACHMENT(S)**

- (1) 2025 Federal and State Legislative Advocacy Programs and Project Priorities (clean)
- (2) Federal and State Legislative Advocacy Programs and Project Priorities (2025 Advocacy Program redlined)
- (3) September 27, 2024 Federal Legislative Update (Platinum Advisors)
- (4) September 30, 2024 State Legislative Update (Platinum Advisors)
- (5) September 30, 2024 State Matrix (Platinum Advisors)

## 2025 Federal and State Legislative Advocacy Program and Project Priorities

### Federal Legislative Advocacy Program

- Revenues
  - Support efforts to implement the Bipartisan Infrastructure Law (BIL) (also known as Infrastructure Investments and Jobs Act) and the Inflation Reduction Act of 2022.
  - Support efforts to stabilize and increase revenues that flow to the Highway Trust Fund.
  - Advocate for grant programs that fund clean fuel technologies and other emerging technologies.
  - Advocate for increased appropriations for the New Starts and Small Starts program, as well as establishing a robust set aside for Small Starts projects in rural areas.
  - Advocate for increased appropriations for the Department of Transportation's (DOT) Rebuilding American Infrastructure and Sustainability and Equity (RAISE) program and its successor.
  - Advocate for increased appropriations for the Department of Transportation's (DOT) Safe Streets and Roads for All (SS4A) grant program.
  - Advocate for increased appropriations for Federal Transit Administration (FTA) Bus and Bus Facilities funds and Low and No Emission Vehicle Deployment program (FTA §5339 B and C).
  - Support efforts that ensure continued protection of transportation programs subject to across-the-board cuts through budget sequestration.
  - Support efforts to address the National Environmental Policy Act (NEPA) reciprocity language to align the statute of limitation to file a claim to be consistent with the 30-day statute of limitation in the California Environmental Quality Act (CEQA), or at a minimum, to align it with existing NEPA statute of limitations for highway and transit projects which is set at 150 days.
  - Support increased funding for advanced/emerging technologies pilot and demonstration programs.
  - Streamline Federal Emergency Management Agency (FEMA) reimbursement processes.
  - Reform the Federal Aviation Administration's Fuel Tax Policy (79 Federal Register 66282) that requires sales taxes generated on aviation fuel to be spent at the airport.
  - Support efforts to address Medicaid reimbursement for paratransit service.

## **State Legislative Advocacy Program**

- Revenues
  - Work closely with state legislators and agencies to renew and maximize AB 32 Cap and Trade revenues for transportation projects, specifically expanding eligibility to include travel demand management program and traffic congestion relief, grow the transit program, and identify measures to advance funds.
  - Advocate for new transit operating funds, while preserving existing transit capital funding.
  - Support efforts associated with SB 125 (Ting), and the work of the Transit Transformation Task Force that supports and enhance California's public transportation systems.
  - Support efforts to lower the 2/3rds voting threshold for local transportation sales tax measures.
  - Expand efforts that stabilize funding for transportation programs to address fleet transition from traditional fuels to cleaner fuels in response to Governor Newsom's Executive Order N-79-20 requiring all vehicles to be zero emission by 2035.
  - Support new funding innovations such as user-based fees (e.g. tolls, parking fees, and other congestion pricing mechanisms) that reduce congestion and stabilize and or generate new revenues for transportation.
  - Protect transportation funds from being diverted for other purposes or conditioned for housing production.
  - Advocate for formulas that maximize local and regional control of state transportation funds.
  - Support efforts that encourage housing development in priority development areas and honor existing growth boundaries, preserving agriculture and open space to reduce vehicle miles traveled.
  - Advocate for Transit Oriented Development (TOD) funding and permit streamlining for TOD housing.
  - Identify and advocate for measures that would preserve and grow local streets and road revenues.
  - Sponsor and support legislation that would condition the sale of excess property in Napa County owned by the California Department of Transportation to be used for highway transportation projects in Napa County as identified by NVRTA's Countywide Transportation Plan.
  - Support consistent interpretation of the Transportation Development Act (TDA) which guides both TDA and State Transit Assistance (STA) specific to qualifying revenues and eligible recipients and support TDA reform that would eliminate farebox recovery requirements and benefit the Vine Transit system.

- Support efforts to create new funding for Bay Area regional corridor operations, transit connectivity and transit priority on Bay Area highways.
- Support efforts to identify new revenues to implement complete streets programs, safe routes to schools, and bicycle and pedestrian safety projects.
- Support efforts by Caltrans to set-aside State Highway Operations and Protection Program (SHOPP) Funds for Active Transportation Projects on the State Highway System.
- Project Delivery
  - Support efforts to streamline project delivery requirements and reduce costs for delivering projects, including efforts that streamline CEQA processes.
  - Advocate for regulatory streamlining around public utility requirements
  - Support project delivery tools and processes related to innovative project funding and delivery including construction manager/general contractor (CM/GC) project delivery, means-based tolling, and resource restoration and enhancement.
- Environment and Resiliency
  - Support resiliency programs intended to minimize natural disasters that impact transportation infrastructure.
  - Support efforts that would maximize energy security and minimize energy disruptions in order to sustain electric vehicle fleet operations especially during disasters.
- Congestion Relief
  - Support efforts to establish and maintain HOV lanes on State Highways.
  - Support efforts that allow Express Bus and Regional Routes to operate on highway shoulders.
  - Support Caltrans efforts to expand traveler information and other solutions that reduce congestion and increase throughput.
  - Support transit priority on freeways and highways.
  - Support regulatory and legislative efforts to encourage van pools, transit use, and alternative commute options.
  - Support programs that assist employers in meeting the SB 1128 commuter-benefit requirements.
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- Safety
  - Support State efforts to implement Vision Zero policies and programs statewide.
  - Support efforts to expand automated speed enforcement.
- Statutory and Regulatory Changes

- Support legislation and policies that would allow tolling to reduce vehicle miles traveled, encourage transit use and ridesharing.
- Support efforts that streamline eligibility screening, applications, and administrative oversight of grants, regulatory compliance, and reporting.
- Pursue administrative, regulatory or statutory exemption for public transit buses from truck safety inspections by California Highway Patrol or other entity while buses are in revenue service.
- Support efforts for Medi-Cal transportation coverage for paratransit service providers.

### **Regional/Local Measures/Ordinance Advocacy Programs**

- Napa Countywide Transportation Sales Tax Ordinance
  - Lead efforts and advocate to modify the countywide ½ cent sales tax transportation ordinance (Measure T):
    - To seek a 30-year extension
    - To allow debt issuance to advance projects, improve pavement management scores, and provide seed funding for major in-county projects, and to make other changes that streamline and improve the Measure that enhance services to members of the community.
- Regional Transportation and Housing Measures
  - Advocate for regional transportation and housing measures and other efforts led by the Metropolitan Transportation Commission that benefit Napa County.

## **Project Priorities**

- Improvements to State Route 29 and parallel routes, included in the Comprehensive Multimodal Corridor Plan, including improvements to key intersections such as Soscol Avenue (SR 29/SR121/SR12), Carneros (SR 221/SR 29/SR12), Airport (SR 29/SR 12), improvements on SR 29 in American Canyon between Napa Junction and American Canyon Road, and parallel routes along the corridor
- Napa Valley Forward Intersection Improvements
- St. Helena to Yountville Vine Trail
- Congestion relief projects and sea-level rise mitigation on State Route 37 including Resilient SR 37 access to public lands
- Projects located in the County's Priority Development Areas, Priority Conservation Areas, and Priority Production Areas
- Technology projects that increase transit operating efficiencies and reduce emissions
- Technology projects that improve highway, local street and road operations, and transit including transit signal priority, changeable messaging signs and emergency highway operation systems and battery storage.
- Projects included in the Countywide Transportation Plan and Plan Bay Area for NVRTA and Napa's jurisdictions
- Pedestrian and Bicycle Infrastructure, Wayfinding, and Safety, included in the Countywide Active Transportation, Vision Zero and Local Roadway Safety Plans
- Improvements included in the Imola Complete Streets Corridor Plan
- Rapid Bus corridor improvements on major corridors including project in NVRTA's 2017 Express Bus Plan
- Upgrades to Soscol Gateway Transit Center and park and ride facilities
- Vine zero emission bus fleet and fueling including a regional charging network
- Countywide electric vehicle charging network
- Safe and accessible routes and infrastructure to transit and schools
- Passenger rail including into the City of Napa and expansion of the Sonoma Marin Area Rail Transit to Napa and Solano Counties.

Transit Oriented Developments

## 2025 Federal and State Legislative Advocacy Program and Project Priorities

### Federal Legislative Advocacy Program

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- Environment and Resiliency
  - ~~Support regulatory and legislative efforts to encourage van pools, transit use, and alternative commute options.~~
  - ~~Support programs that assist employers in meeting the SB 1128 commuter-benefit requirements.~~
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  - Support efforts that would maximize energy security and minimize energy disruptions in order to sustain electric vehicle fleet operations especially during disasters.
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- Support State efforts to implement Vision Zero policies and programs statewide.
- Support efforts to implement-expand automated speed enforcement.
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- Projects included in the Countywide Transportation Plan and Plan Bay Area for NVTA and Napa's jurisdictions
- Pedestrian and Bicycle Infrastructure, Wayfinding, and Safety, included in the Countywide Bicycle and Pedestrian Active Transportation, Vision Zero and Local Roadway Safety Plans -Plans
- Improvements included in the Imola Complete Streets Corridor Plan
- Rapid Bus corridor improvements on major corridors including project in NVTA's 2017 Express Bus Plan
- Upgrades to Soscol Gateway Transit Center and park and ride facilities
- ~~Major Corridor Management, Operations and Control Center Projects~~
- Vine zero emission bus fleet and fueling including a regional charging network
- Countywide electric vehicle charging network
- Safe and accessible routes and infrastructure to transit and schools
- Passenger rail including into the City of Napa and expansion of the Sonoma Marin Area Rail Transit expansion to Suisun Amtrak/Capital Corridor Station and Vallejo Ferry Terminal Napa and Solano Counties.
- Transit Oriented Developments

# PLATINUM | ADVISORS

TO: Kate Miller, Executive Director  
Napa Valley Transit Authority

FROM: Jessica Aune, Platinum Advisors

RE: Napa Valley Transit Authority September 2024 Monthly Report

DATE: Friday, September 27, 2024

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## **State of Play and Congressional Update**

Days before federal funding was set to expire, Congress passed a bipartisan short-term spending measure – known as a continuing resolution (CR) – that would fund the government at current levels through December 20. The CR also provides an additional \$231 million to the Secret Service ahead of the November election and an extra \$10 billion for the Federal Emergency Management Agency’s disaster relief fund. Despite efforts by Speaker of the House Mike Johnson (R-LA) to attach legislation that would bar noncitizens from voting in federal elections to a prior CR that ultimately failed to pass the House, the final version didn't include any controversial provisions to ensure passage in both chambers.

The showdown over funding will now be punted to mere days before the Christmas holiday. Upon their return to Capitol Hill after the election, lawmakers will now have to use part of the lame duck period to reach a compromise on spending bills. Significant disagreements on report language and spending levels remain that could divert leaderships' attention away from other priority legislation, including several extensions for COVID-era health care flexibilities, a children’s online privacy measure, and a small package on any expiring tax provisions. Congress must also pass the Farm Bill – which has already received a short-term extension – and the annual National Defense Authorization Act.

An additional underlying disagreement on FY 2025 spending is how to package all twelve appropriations bills. Several members of the House Republican Conference, including Speaker Johnson, want to avoid a “Christmas omnibus” package. However, past assurances from GOP House leadership about avoiding an omnibus package have fallen short, as demonstrated in the FY 2024 spending bill passed in March.

## **EPA Gas Car Emissions Rule Rejected by House Republicans**

This month, the House passed a disapproval resolution under the Congressional Review Act aimed at repealing an Environmental Protection Agency (EPA) [rule](#) that would impose

new emissions standards for light- and medium-duty vehicles beginning with 2027 models. The final standard is an extension of EPA's 2021 rule that established emissions standards for model years 2023 through 2026.

The regulation allows manufacturers to make their own assessment of the vehicle market and their own decisions about which technologies to apply to which vehicles for any given model year. Separately from the final rule, the EPA has encouraged the vehicle industry to advance zero-emission vehicle technologies, including a transition to hybrid and electric vehicles.

House Republicans have argued that the agency's final regulation under the Clean Air Act would effectively push gas-powered vehicles out of the US marketplace. Ahead of the House vote, the White House [released](#) a Statement of Administration Policy threatening to veto the measure if approved by the Senate.

### **Commerce Department Proposes Rule Banning 'Connected' Vehicle Imports**

The U.S. Commerce Department [announced](#) its plans to issue a notice of proposed rulemaking that aims to block the sale and import of Chinese- and Russian-made hardware and software for connected vehicles. The agency stated that the regulation could potentially bolster US security against a cybersecurity threat from foreign adversaries and other state-sponsored hacking groups.

Specifically, the rule covers "vehicle connectivity systems" – systems and components connecting the vehicle to the outside world, including via Bluetooth, cellular, satellite, and Wi-Fi modules – and "automated driving systems." Biden administration officials have argued that access to those technologies would allow adversaries to access and collect sensitive data and remotely manipulate cars.

The prohibitions on software would take effect for Model Year 2027, and the prohibitions on hardware would take effect for Model Year 2030, or January 1, 2029 for units without a model year.

### **FHWA Announces Acting Federal Highway Administrator**

This month, the Federal Highway Administration (FHWA) [announced](#) that Kristin White will serve as Acting Federal Highway Administrator. She previously served as FHWA Deputy Administrator since May 2024 and originally joined FHWA as Chief Counsel in July 2023. As FHWA Deputy Administrator and part of the FHWA senior leadership team, Kristin White worked to advance key initiatives, from advancing the agency's mission and strategic direction to ensuring FHWA meets its commitments to deliver Bipartisan Infrastructure Law programs.

Prior to joining FHWA, Kristin White served as the Chief Operating Officer of the Intelligent Transportation Society of America (ITS America), a nonprofit founded by Congress to

advance safety and mobility through transportation technology and innovation. She was also the co-founder and Executive Director of Minnesota's Office of Connected and Automated Vehicles (CAV-X), one of the nation's leading tech startups and idea incubators within government that research and deploys transformational technology and policy.

After Administrator Shailen Bhatt stepped down earlier this month, the FHWA became the latest DOT agency to lack a Senate-confirmed leader, along with the Federal Transit Administration, the National Highway Traffic Safety Administration, the Federal Motor Carrier Safety Administration, and the Pipeline and Hazardous Materials Safety Administration.

### **Pending Legislation of Interest**

**[H.R.125](#) — To prohibit the imposition of mask mandates on public transportation.**

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

Introduced: 1/9/2023

**[H.R.327](#) — To reduce the tax credit for new qualified plug-in electric drive motor vehicles by State subsidies for these vehicles.**

Sponsor: Estes, Ron [Rep.-R-KS-4]

Introduced: 1/12/2023

**[H.R.490](#) — To establish the Federal Infrastructure Bank to facilitate investment in, and the long-term financing of, economically viable U.S. infrastructure projects that provide a public benefit.**

Sponsor: Webster, Daniel [Rep.-R-FL-11]

Introduced: 1/24/2023

**[S.63](#) — A bill to adjust the effective date for application of certain amendments made with respect to the credit for new clean vehicles.**

Sponsor: Manchin, Joe, III [Sen.-D-WV]

Introduced: 1/25/202

**[H.R.495](#) — To amend the National Environmental Policy Act of 1969 to authorize assignment to States of Federal agency environmental review responsibilities.**

Sponsor: Calvert, Ken [Rep.-R-CA-41]

Introduced: 1/25/2023

**[H.R.852](#) — To direct the Attorney General to establish a grant program for civilian traffic violation enforcement.**

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

Introduced: 2/06/2023

**H.R.873 — To authorize the Administrator of the Environmental Protection Agency to award grants and contracts for projects that use emerging technologies to address threats to water quality, and for other purposes.**

Sponsor: Rep. Donalds, Byron [R-FL-19]

Introduced: 2/08/2023

**S.352 — Highway Formula Modernization Act of 2023**

Sponsor: Kelly, Mark [Sen.-D-AZ]

Introduced: 2/09/2023

**H.R. 1500 – To establish a program to use anonymized data from third party entities to inform infrastructure planning decisions and improve transportation management capabilities.**

Sponsor: Graves, Garret [Rep.-R-LA-6]

Introduced: 3/09/2023

Status: Advanced from T&I Committee

**H.R.1665 — To direct the Secretary of Transportation to establish a program to provide grants to local governments to install publicly accessible safety charging stations for electric bicycles and scooters, and for other purposes.**

Sponsor: Velazquez, Nydia M. [Rep.-D-NY-7]

Introduced: 03/17/2023

**S.876 — A bill to establish a 90-day limit to file a petition for judicial review of a permit, license, or approval for a highway or public transportation project, and for other purposes.**

Sponsor: Cruz, Ted [Sen.-R-TX]

Introduced: 03/21/2023

**H.R.1668 — To amend title 23, United States Code, with respect to the highway safety improvement program, and for other purposes.**

Sponsor: Blumenauer, Earl [Rep.-D-OR-3]

Introduced: 03/21/2023

**H.R.2664 —Transportation Innovation Coordination Act**

Sponsor: DelBene, Suzan K. [Rep.-D-WA-1]

Introduced: 04/18/2023

**H.R.3082 - Mobility aids On Board Improve Lives and Empower all (MOBILE) Act**

Sponsor: Cohen, Steve [D-TN-9]

Introduced: 05/05/2023

**S.1535 — A bill to require the Administrator of the Federal Aviation Administration to promulgate regulations to allow the transport of firefighters on board a covered aircraft operated on a mission to suppress a wildfire, and for other purposes.**

Sponsor: Kelly, Mark [Sen.-D-AZ]

Introduced: 05/10/2023

**H.R.3411 - To increase access to higher education by providing public transit grants.**

Sponsor: Fitzpatrick, Brian K. [R-PA-1]

Introduced: 05/17/2023

**H.R.3468 — To direct the Secretary of Energy to establish a grant program to facilitate electric vehicle sharing services operated at public housing projects, and for other purposes.**

Sponsor: Barragan, Nanette Diaz [D-CA-44]

Introduced: 05/18/2023

**H.R.3785 — To amend title 23, United States Code, to require that public employees perform construction inspection work for federally funded highway projects, and for other purposes.**

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

Introduced: 06/01/2023

**H.R.3845 — To amend title 23, United States Code, to increase accessible transportation for individuals with disabilities.**

Sponsor: Titus, Dina [Rep.-D-NV-1]

Introduced: 06/06/2023

**H.R.3896 — To establish an airport infrastructure resilience pilot program.**

Sponsor: Cohen, Steve [Rep.-D-TN-9]

Introduced: 06/07/2023

**S.1929 — A bill to direct the Administrator of the Federal Aviation Administration to provide progress reports on the development and implementation of the national transition plan related to a fluorine-free firefighting foam, and for other purposes.**

Sponsor: Peters, Gary C. [Sen.-D-MI]

Introduced: 06/12/2023

**S.1946 — A bill to amend title 49, United States Code, to allow the owner or operator of a small hub airport that is reclassified as a medium hub airport to elect to be treated as a small hub airport, and for other purposes.**

Sponsor: Sen. Blackburn, Marsha [R-TN]  
Introduced: 06/13/2023

[S.2075](#) — **A bill to amend the Infrastructure Investment and Jobs Act to modify the Safe Streets and Roads for All program.**

Sponsor: Fetterman, John [Sen.-D-PA]  
Introduced: 06/21/2023

[S.Res.274](#) — **A resolution expressing the sense of the Senate to reduce traffic fatalities to zero by 2050.**

Sponsor: Blumenthal, Richard [Sen.-D-CT]  
Introduced: 06/22/2023

[H.R.4598](#) — **To provide for disadvantaged business enterprise supportive services programs at modal administrations of the Department of Transportation, and for other purposes.**

Sponsor: Aguilar, Pete [Rep.-D-CA-33]  
Introduced: 07/13/2023

[H.R.4621](#) — **To improve the environmental review process for highway projects through the use of interactive, digital, cloud-based platforms, and for other purposes.**

Sponsor: Johnson, Dusty [R-SD-At Large]  
Introduced: 07/13/2023

[H.R.4636](#) — **To direct the Secretary of Transportation to establish a Wireless Electric Vehicle Charging Grant Program, and for other purposes.**

Sponsor: Stevens, Haley M. [Rep.-D-MI-11]  
Introduced: 07/14/2023

[H.R.4728](#) — **To amend title 49, United States Code, to provide for free public transportation for individuals who are recently released from incarceration.**

Sponsor: Cleaver, Emanuel [Rep.-D-MO-5]  
Introduced: 07/20/2023

[H.R.4857](#) — **Equitable Transit Oriented Development Support Act**

Sponsor: DeSaulnier, Mark [Rep.-D-CA-10]  
Introduced: 07/25/2023

[S.2480](#) — **Connecting Hard-to-reach Areas with Renewably Generated Energy (CHARGE) Act of 2023**

Sponsor: Markey, Edward J. [Sen.-D-MA]  
Introduced 07/25/2023

[H.R.4908](#) — **Expedited Federal Permitting for California Act**

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

Introduced: 07/26/2023

[H.R.4982](#) — **Tolling Transparency Act of 2023**

Sponsor: Chavez-DeRemer, Lori [Rep.-R-OR-5]

Introduced: 07/27/2023

[H.R.5154](#) — **Connecting Hard-to-reach Areas with Renewably Generated Energy (CHARGE) Act of 2023**

Sponsor: Ocasio-Cortez, Alexandria [Rep.-D-NY-14]

Introduced: 08/04/2023

[H.R.5242](#) — **Connecting Our Neighbors to Networks and Ensuring Competitive Telecommunications (CONNECT) Act of 2023**

Sponsor: Pettersen, Brittany [Rep.-D-CO-7]

Introduced: 08/18/2023

[H.R.5359](#) — **Rural Development Modernization Act**

Sponsor: Costa, Jim [Rep.-D-CA-21]

Introduced: 09/08/2023

[H.R.5437](#) — **Protecting Infrastructure Investments for Rural America Act**

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

Introduced: 09/13/2023

[S.2855](#) — **A bill to modernize and streamline the permitting process for broadband infrastructure on Federal land, and for other purposes.**

Sponsor: Barrasso, John [Sen.-R-WY]

Introduced: 09/20/2023

[H.R.5656](#) — **To amend the Internal Revenue Code of 1986 to provide a tax credit for new off-road plug-in electric vehicles.**

Sponsor: Phillips, Dean [Rep.-D-MN-3]

Introduced: 09/21/2023

[S.2882](#) — **Stop EV Freeloading Act**

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

Introduced: 09/21/2023

[H.R.5859](#) — **To direct the Secretary of Transportation to establish a program to provide grants to protection and advocacy systems to advocate for individuals with disabilities to access transportation, and for other purposes.**

Sponsor: Wilson, Frederica S. [Rep.-D-FL-24]

Introduced: 09/29/2023

**[H.R.5980](#) — To amend title 49, United States Code, to authorize state of good repair grants to be used for public transportation resilience improvement, and for other purposes.**

Sponsor: Espaillat, Adriano [Rep.-D-NY-13]

Introduced: 10/18/2023

**[S.3080](#) — Resilient Transit Act of 2023**

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

Introduced: 10/18/2023

**[H.R.6178](#) — Bidirectional Electric Vehicle Charging Act of 2023**

Sponsor: Brownley, Julia [Rep.-D-CA-26]

Introduced: 11/02/2023

**[H.R.6199](#) — Build More Housing Near Transit Act of 2023**

Sponsor: Peters, Scott H. [Rep.-D-CA-50]

Introduced: 11/02/2023

**[S.3216](#) — Build More Housing Near Transit Act of 2023**

Sponsor: Schatz, Brian [Sen.-D-HI]

Introduced: 11/02/2023

**[S.3246](#) — Building Safer Streets Act**

Sponsor: Fetterman, John [Sen.-D-PA]

Introduced: 11/07/2023

**[H.R.6376](#) — To require certain grant recipients of transit and highway transportation projects to establish and contribute to a business uninterrupted monetary program fund, and for other purposes.**

Sponsor: Correa, J. Luis [Rep.-D-CA-46]

Introduced: 11/13/2023

**[H.R.6665](#) — To amend the Internal Revenue Code of 1986 to eliminate certain fuel excise taxes and impose a tax on greenhouse gas emissions to provide revenue for maintaining and building American infrastructure, and for other purposes.**

Sponsor: Fitzpatrick, Brian K. [Rep.-R-PA-1]

Introduced: 12/07/2023

**[S.3477](#) — A bill to increase access to higher education by providing public transit grants.**

Sponsor: Casey, Robert P., Jr. [Sen.-D-PA]

Introduced: 12/12/2023

[H.R.6964](#) — **To establish limitations on advanced payments for bus rolling stock, and for other purposes.**

Sponsor: Fischbach, Michelle [Rep.-R-MN-7]

Introduced: 01/11/2024

[H.R.6997](#) — **Disaster Contract Improvement Act**

Sponsor: LaLota, Nick [Rep.-R-NY-1]

Introduced: 01/16/2024

[S.3605](#) — **A bill to require the Secretary of Transportation to develop guidelines and best practices for local evacuation route planning, and for other purposes.**

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

Introduced: 01/17/2024

[H.R.7009](#) — **Securing Airport Facilities for Enhanced Parking Act**

Sponsor: Caraveo, Yadira [Rep.-D-CO-8]

Introduced: 01/17/2024

[H.R.7012](#) — **Transit Emergency Relief Act**

Sponsor: D'Esposito, Anthony [Rep.-R-NY-4]

Introduced: 01/17/2024

[H.R.7039](#) — **To amend title 49, United States Code, to establish a program to provide grants to eligible recipients for eligible operating support costs of public transportation, and for other purposes.**

Sponsor: Johnson, Henry C. "Hank," Jr. [Rep.-D-GA-4]

Introduced: 01/18/2024

[H.R.7191](#) — **Save Our Pedestrians Act of 2024**

Sponsor: Carey, Mike [Rep.-R-OH-15]

Introduced: 02/01/2024

[H.R.7273](#) — **Undoing Nationwide Programs and Limiting Unnecessary Grants for Electric Vehicles Act (UNPLUG EVs) Act**

Sponsor: Burlison, Eric [Rep.-R-MO-7]

Introduced: 02/07/2024

[H.R.7286](#) — **Generating Resilient, Environmentally Exceptional National (GREEN) Streets Act**

Sponsor: Huffman, Jared [Rep.-D-CA-2]

Introduced: 02/07/2024

[H.R.7504](#) — **To expand and modify the grant program of the Department of Veterans Affairs to provide innovative transportation options to veterans in highly rural areas, and for other purposes.**

Sponsor: Perez, Marie Gluesenkamp [Rep.-D-WA-3]

Introduced: 02/29/2024

[H.R.7548](#) — **Small Business Transportation Investment Act of 2024**

Sponsor: Miller, Carol D. [Rep.-R-WV-1]

Introduced: 03/05/2024

[S.3924](#) — **Bus Rolling Stock Modernization Act of 2024**

Sponsor: Smith, Tina [Sen.-D-MN]

Introduced: 03/12/2024

[H.R.7980](#) — **End Chinese Dominance of Electric Vehicles in America Act of 2024**

Sponsor: Miller, Carol D. [Rep.-R-WV-1]

Introduced: 04/15/2024

Latest Action: House - 04/17/2024 Ordered to be Reported in the Nature of a Substitute (Amended) by the Yeas and Nays: 22 - 18.

[H.R.8121](#) — **To amend the Intermodal Surface Transportation Efficiency Act of 1991 to prohibit congestion or cordon pricing in a value pricing program, and for other purposes.**

Sponsor: Malliotakis, Nicole [Rep.-R-NY-11]

Introduced: 04/23/2024

[H.R.8253](#) — **To establish a green transportation infrastructure grant program, and for other purposes.**

Sponsor: Garcia, Robert [Rep.-D-CA-42]

Introduced: 05/06/2024

[S.4277](#) — **A bill to establish a green transportation infrastructure grant program, and for other purposes.**

Sponsor: Warren, Elizabeth [Sen.-D-MA]

Introduced: 05/07/2024

[S.4299](#) — **A bill to require the Secretary of Transportation to issue a rule relating to the collection of crashworthiness information under the New Car Assessment Program of the National Highway Traffic Safety Administration, and for other purposes.**

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

Introduced: 05/09/2024

**[S.4316](#) — Moving Transit Forward Act of 2024**

Sponsor: Van Hollen, Chris [Sen.-D-MD]

Introduced: 05/09/2024

Latest Action: Senate - 07/31/2024 Committee on Banking, Housing, and Urban Affairs. Hearings held.

**[H.R.8349](#) — To establish the position of National Roadway Safety Advocate within the Department of Transportation, and for other purposes.**

Sponsor: Cohen, Steve [Rep.-D-TN-9]

Introduced: 05/10/2024

**[H.R.8357](#) — To provide that not less than 3 percent of the amounts made available for certain Federal-aid highway programs shall be expended through veteran owned small business concerns, and for other purposes.**

Sponsor: Kim, Andy [Rep.-D-NJ-3]

Introduced: 05/10/2024

**[H.R.8486](#) — 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: 05/21/2024

**[S.4389](#) — A bill to amend the Internal Revenue Code of 1986 to promote the increased use of renewable natural gas, to reduce greenhouse gas emissions and other harmful transportation-related emissions that contribute to poor air quality, and to increase job creation and economic opportunity throughout the United States.**

Sponsor: Tillis, Thomas [Sen.-R-NC]

Introduced: 05/22/2024

**[S.4422](#) — A bill to require original equipment manufacturers of digital electronic equipment to make available certain documentation, diagnostic, and repair information to independent repair providers, and for other purposes.**

Sponsor: Lujan, Ben Ray [Sen.-D-NM]

Introduced: 05/23/2024

**[H.R.8737](#) — To amend the Infrastructure and Investment and Jobs Act to repeal the authority of the Secretary of Energy and the Secretary of Transportation to maintain an electric vehicle working group, and for other purposes.**

Sponsor: Ogles, Andrew [Rep.-R-TN-5]

Introduced: 06/13/2024

**[S.4989](#) — Recharge your Electric Car on the Highway to Alleviate Range Gaps Effectively (RECHARGE) Act**

Sponsor: Merkley, Jeff [Sen.-D-OR]

Introduced: 08/01/2024

**[H.R.9408](#) — Pedestrian Protection Act**

Sponsor: Scanlon, Mary Gay [Rep.-D-PA-5]

Introduced: 08/23/2024

**[H.R.9531](#) — 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: 09/10/2024

**[H.R.9536](#) — To amend title 23, United States Code, and the Infrastructure Investment and Jobs Act with respect to vehicle roadside accidents, and for other purposes.**

Sponsor: Carter, Troy A. [Rep.-D-LA-2]

Introduced: 09/11/2024

**[S.5038](#) — Stop California from Advancing Regulatory Burden (CARB) Act of 2024**

Sponsor: Lee, Mike [Sen.-R-UT]

Introduced 09/12/2024

**[H.R.9574](#) — To amend the Clean Air Act to eliminate a waiver under that Act, to eliminate an authorization for States to use new motor vehicle emission and new motor vehicle engine emissions standards identical to standards adopted in California, and for other purposes.**

Sponsor: Nehls, Troy E. [Rep.-R-TX-22]

Introduced: 09/12/2024

**[H.R.9652](#) — To incentivize innovative transportation corridors to reduce carbon and greenhouse gas (GHG emissions), to provide a tax structure that allows for certain investments in public transportation systems, and to enable the fossil fuel workforce to transition to sustainable work sectors.**

Sponsor: DeSaulnier, Mark [Rep.-D-CA-10]

Introduced: 09/18/2024

## **Executive Branch**

### **Department of Transportation (DOT)**

DOT [announced](#) \$5 million in research funding to Rutgers University Center for Advanced Infrastructure and Transportation (CAIT). This partnership between DOT and Rutgers University will support the development of innovative approaches to decarbonize, promote sustainability, and strengthen the resilience of U.S. transportation infrastructure. Rutgers' CAIT includes partner institutions from academia and the steel and cement industries.

DOT [awarded](#) \$49.46 million in grants to 45 local, regional, and state public entities through the Innovative Finance and Asset Concession Grant Program (IFACGP). The program makes \$100 million available over five years to help public entities scan existing assets to unlock value from them and explore innovative financing and delivery opportunities through, e.g., the Build America Bureau's Transportation Infrastructure Finance and Innovation Act (TIFIA) low-cost loan program. More than 70 percent of the projects include transit-oriented development and downtown redevelopment initiative.

DOT [announced](#) more than \$1 billion in grants through the Safe Streets and Roads for All (SS4A) program. The funding will go directly to 354 local, regional, and tribal communities to improve roadway safety and prevent deaths and serious injuries on both rural and urban roads. The announcement was paired with the National Highway Traffic Safety Administration's release of its early estimates of traffic fatalities for the first half of 2024, estimating that traffic fatalities declined for the ninth straight quarter.

### **Federal Transit Administration (FTA)**

FTA [announced](#) General Directive 24-1: Required Actions Regarding Assaults on Transit Workers, which would require more than 700 transit agencies nationwide to take action to protect frontline transit workers from the risk of assaults. Between 2013-2021, the National Transit Database (NTD) documented a 120 percent increase in the number of assaults against transit workers. General Directive 24-1 requires every transit agency subject to FTA's Public Transportation Agency Safety Plans (PTASP) regulation to do the following:

- Conduct a risk assessment of assaults on the agency's transit workers, specifically on transit vehicles and facilities, using the Safety Management System processes outlined in its Agency Safety Plan.
- If a transit agency has determined it has an unacceptable level of risk of assaults on transit workers, it must identify strategies to mitigate that risk and improve transit worker safety.

- Every transit agency serving a large, urbanized area (with a population of more than 200,000 people) must comply with Public Transportation Agency Safety Plans (PTASP) requirements to involve the joint labor-management Safety Committee when identifying safety risk mitigations and strategies.
- Finally, each transit agency must provide information to FTA within 90 days on the risk level identified in its system, how it is mitigating those risks, and how it is monitoring the safety risk associated with assaults on transit workers.

### **Federal Highway Administration (FHWA)**

FHWA [announced](#) it is providing \$802 million to 36 states, Guam, and Puerto Rico. The funds will be used to support repair needs following natural disasters, extreme weather, or catastrophic events, such as hurricanes, flooding, and mudslides. Repairs as the result of these events will receive federal reimbursement funding under the FHWA's Emergency Relief (ER) program.

FHWA along with the Joint Office of Energy and Transportation, [announced](#) an RFI from stakeholders about EV charging technologies and infrastructure needs for medium- and heavy-duty vehicles. The RFI seeks input in four areas to support medium- and heavy-duty electric vehicles: 1) unique EV charger and station needs; 2) vehicle charging patterns; 3) charging technology and standardization, and 4) workforce, supply chain, and manufacturing to support charging of medium- and heavy-duty battery EVs in DOT vehicle classes four through eight, which include delivery vans, school buses, semi-tractor trucks, fire trucks, dump trucks, and tour buses.

### **National Highway Traffic Safety Administration (NHTSA)**

NHTSA [proposed](#) a new rule to reduce fatalities and serious injuries among pedestrians struck by vehicles. The proposed rule would establish a new Federal Motor Vehicle Safety Standard requiring new passenger vehicles be designed to reduce the risk of serious-to-fatal injuries in child and adult pedestrian crashes.

### **Federal Aviation Administration (FAA)**

FAA [announced](#) \$1.9 billion for 519 grants in its fifth announcement under the Airport Improvement Program (AIP). An additional \$269 million was also announced in FY 2023 Supplemental Discretionary Grants to fund 62 projects at 56 U.S. airports. This competitive grant program under the Airport Improvement Program assists airport owners and operators in the development and improvement of the national airport system. For the first time, the grants include funding for the testing of technologies to reduce, mitigate, and remove contaminants caused by Aqueous Film Forming Foam (AFFF) and other per- and polyfluoroalkyl substances (PFAS).

## **Joint Office of Energy and Transportation (Joint Office)**

The Joint Office [announced](#) that the National Charging Experience Consortium (ChargeX Consortium) released its "[Recommended Actions to Improve Adapter Safety](#)" report. The report shares findings from a Failure Mode and Effects Analysis (FMEA) conducted by the ChargeX Consortium that helps identify gaps in adapters' performance and adherence to common safety requirements. The ChargeX Consortium is a collaboration between the Argonne National Laboratory, Idaho National Laboratory, and the National Renewable Energy Laboratory with organizations representing a cross-section of the EV industry to address three EV charging challenges: payment processing and user interface, vehicle-charger communication, and diagnostic data sharing.

# PLATINUM | ADVISORS

September 30, 2024

TO: Kate Miller, Executive Director  
Napa Valley Transportation Authority

FR: Steve Wallauch  
Platinum Advisors

**RE: Legislative Update**

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**Sign/Veto:** The Governor has until midnight tonight to sign or veto the remaining bills on his desk. As of this morning the Governor has acted on over 1,100 bills and has about 40 pending. So far, the Governor has vetoed about 16% of the bills. While the Governor signed several artificial intelligence (AI) bills, he vetoed the most far-reaching proposal, SB 1047 (Wiener), which would have required safeguards to be placed on the use of artificial intelligence models. The veto message was three pages long and was accompanied by an announcement to create a commission to develop guardrails on AI.

**Fiscal Outlook:** The Department of Finance's monthly revenue bulletins continue to a stable fiscal outlook. The month of August receipts were \$710 million, or 5.5 percent, above the Budget Act forecast for August. Strength in August was driven by sales tax and personal income tax which exceeded the forecast by \$435 million and \$332 million, respectively. For the fiscal year to date, revenue exceeds projections by \$1.7 billion, or about 7.5% above the forecast.

- Personal income tax cash receipts were \$332 million, or 4.1 percent, above forecast in August and \$2.1 billion above forecast cumulatively since April.
- Corporation tax cash receipts were \$1 million, or 0.4 percent, below forecast in August as strength in estimated payments and other payments were offset by lower pass-through entity elective tax (PTET) payments and higher refunds. Corporation tax receipts remain \$1.9 billion above forecast cumulatively since April.
- Preliminary sales and use tax receipts were \$435 million, or 12.1 percent, above forecast in August. This strength in August is primarily related to the timing of collections as higher-than-expected cash receipts shifted from July to August.

**Special Session:** After holding two informational hearings, the Assembly Committee on Petroleum & Gasoline Supply voted last week to advance two bills to the Assembly Floor for consideration. At the hearing, lawmakers rejected a third bill, proposed by the

Assembly's top Republican, to exempt gasoline from the state's cap-and-trade program, which GOP legislators argued would have immediately cut the price of gas and saved drivers' money.

The main bill approved, ABXX 1 (Hart & Aguiar Curry), was proposed by Newsom in the final days of the legislative session. This bill would require oil refineries to maintain a supply of gas using existing storage. It would direct the California Energy Commission to produce specific regulations. The goal is to have larger reserves in case refiners go offline for maintenance, whether planned or unplanned. In recent years, such maintenance has led to sharp price hikes at the pump. Market regulators say the price spikes have cost California drivers up to \$2 billion and directly profit oil companies. Two Democrats on the 19-member committee abstained from voting on the measure and said they want stronger assurances from state regulators that the proposals will bring down the cost of gasoline in California.

The second bill approved was ABXX 9, authored by the committee chair, Assemblymember Petrie-Norris. This bill was introduced a few days before the hearing. ABXX 9 urges the Air Board to proceed with the rule making process to allow the sale of E15, which is gasoline with 15% ethanol content as opposed to current gasoline formula that contains 10% ethanol. California is the only state that does not allow the sales of E15, which has been proven to be a cleaner fuel, but also a cheaper fuel, by about 20 cents per gallon.

If these bills are approved by the Assembly this week, the Senate announced that it will return to Sacramento on October 11<sup>th</sup> to convene the special session and consider the Assembly proposals.

## LEGISLATION

**Complete Streets:** Senator Wiener was successful once again in moving legislation forward to place in statute requirements that Caltrans must address complete streets needs in its transportation programming. However, this time the Governor signed SB 960 into law.

While Caltrans has adopted similar policies, Senator Wiener, and an extensive list of supporters, including NVT A, believe Caltrans has failed to fully implement those policies. SB 960 requires inclusion of bicycle, pedestrian, and transit priority facilities in the Transportation Asset Management Plan, the State Highway System Management Plan, and the plain language performance report of the State Highway Operation and Protection Program (SHOPP). While the amendments provide some flexibility to Caltrans to phase in these requirements, the overall intent of the bill remains in place.

**Warehouse Setback Legislation:** AB 98 (Juan Carrillo), one of the session's most controversial measures, was signed into law. The bill mandates a 300-foot setback between new warehouses and sensitive areas, such as homes, schools, and hospitals, in an effort to reduce air pollution from truck traffic. It also requires large warehouses to

implement energy-efficient measures like cool roofing, solar power, and electric vehicle infrastructure.

While environmental advocates see the bill as a step toward addressing the negative health impacts of warehouse operations, industry groups warned it could stifle economic development. On the other side, environmental justice advocates criticized the bill's setbacks as insufficient.

**Hydrogen Production Streamlining:** In another step toward clean energy, Senator Anna Caballero's [SB 1420](#) was signed into law. This bill would streamline the permitting process for hydrogen production projects that align with state and federal clean energy goals. SB 1420 focuses on expediting projects that avoid fossil fuel inputs and benefit from state or federal funding, including through the Biden Administration's Bipartisan Infrastructure Law. With the award of \$1.2 billion in federal funds for renewable hydrogen initiatives, this legislation is a key step toward advancing the state's hydrogen economy.

One element removed from SB 1420 was language to clarify the definition of clean hydrogen. This was a change supported by CARB but opposed by environmental groups who believe electrolytic hydrogen powered solely by solar or wind energy should be the only type of hydrogen that qualifies as a clean transportation fuel source. This is an effort that will be revisited next year.

# PLATINUM | ADVISORS

September 30, 2024

ATTACHMENT 5  
 NVTA Board Item 12.1  
 October 16, 2024

**TABLE 1: BOARD ADOPTED POSITIONS**

	Subject	Status	Board Position
<p><b>AB 817</b>  <b>(Pacheco D)</b>                      Open meetings:                      teleconferencing:                      subsidiary body</p>	<p>AB 817 would authorize a “subsidiary body” to remotely hold a public meeting if specified conditions are met.</p> <p><i>AB 817 failed passage in the Senate Local Government Committee because the author would not accept all the amendments proposed by the Committee. Reconsideration of the bill was granted in the event the author changes her mind.</i></p> <p>The Committee proposed several amendments to narrow the application of the bill to specific types of advisory bodies, which the author accepted. However, there were two amendments the author would not accept. This resulted in the chair voting “no” causing the rest of the committee to hold off, or vote no. The two changes that are holding up this bill include the following:</p> <ul style="list-style-type: none"> <li>• The provisions of the bill would not apply to advisory bodies where the members are compensated.</li> <li>• Require a quorum to be present at a single public location; however, members of the body that have “specific needs” may count toward the quorum even if they participate remotely.</li> </ul>	<p>Senate Local Government</p> <p>Failed Passage</p> <p>Dead</p>	<p>SUPPORT</p>
<p><b>AB 1837</b>  <b>(Papan D)</b>                      San Francisco Bay area: public transportation.</p>	<p>AB 1837 remains in the Senate Transportation Committee and will not be moving forward this year.</p> <p>This bill would codify the existing Regional Network Manager Council that consists of specified Bay Area transit general managers. The bill would require MTC to create a council consisting of 11 representatives that would</p>	<p>Senate Transportation</p> <p>Dead</p>	<p>Watch</p>

	<b>Subject</b>	<b>Status</b>	<b>Board Position</b>
	<p>consist of the general managers from the large operators plus 4 additional general managers selected by specified general managers.</p> <p>The bill charges the Council to represent the interests of its stakeholders, provide critical input on regional transit policies, and provide guidance on regional transit policies and plans.</p>		
<p><b><u>AB 1904</u></b> <b>(Ward D)</b> Transit buses: yield right-of-way sign.</p>	<p>Existing law allows Santa Clara VTA and Santa Cruz Metropolitan Transit District to equip buses with a “yield right-of-way” sign to inform motorists when the bus re-entering a traffic lane.</p> <p>AB 1904 would expand the above authorization to allow any transit operators to equip its bus with yield right-of-way signs. Under AB 1904 these signs could be an illuminated sign or a static decal.</p>	<p><b>Signed Into Law</b> <b>Chapter #555,</b> <b>Statutes of 2024</b></p>	Support
<p><b><u>AB 2719</u></b> <b>(Wilson D)</b> Vehicles: commercial vehicle inspections.</p>	<p>AB 2719 was approved unanimously by the Assembly Committee on Transportation.</p> <p>This bill creates an alternative safety inspection process for public transit vehicles to ensure their safety and maintains the transit agency's ability to provide reliable, on-time transit service.</p> <p>AB 2719 is sponsored by NVRTA and SolTrans. The purpose of this bill is to create an alternative inspection process that will exempt public transit buses from being required to stop at any roadside inspection station.</p>	<p>Assembly Appropriations</p> <p>Held on Suspense File</p> <p>Dead</p>	Co-Sponsor
<p><b><u>AB 2824</u></b> <b>(McCarty D)</b> Battery; Public Transportation Provider</p>	<p>As amended, AB 2824 would expand the application of existing provisions for battery of a bus operator to also include an agent, employee, or contractor to a public transit operator. The existing penalty for battery includes a fine of up to \$10,000, or up to one year in county jail, or both. The bill would also include imprisonment in state prison for up to 16 months, or 2 years, or 3 years.</p>	<p>Assembly Public Safety</p> <p>Dead</p>	Support

	<b>Subject</b>	<b>Status</b>	<b>Board Position</b>
	AB 2824 will not move forward this year. The author and the sponsors could not reach an agreement on adding provisions to the bill to allow transit operators to issue prohibition orders.		
<b>AB 3214</b> <b>(Fong, Mike D)</b> Public transit: advertising.	AB 3214 would require the state to prioritize purchasing advertising space offered by public transit operators when implementing a public awareness campaign.  This measure will not move forward this year. The author and sponsors will pursue an administrative solution before seeking legislation.	Assembly Transportation  Dead	Support
<b>SB 537</b> <b>(Becker D)</b> City and County of Los Angeles: memorial to forcibly deported Mexican Americans and Mexican immigrants.	SB 537 was removed from the Inactive File and then gutted and amended. As amended, the bill would grant permission to construct a memorial on state property in Los Angeles.  The prior version of the bill provided some flexibility for remote participation in public meetings by multi-jurisdictional, cross-county local agencies with appointed members. These provision have been removed.	Signed Into Law Chapter #859, Statutes of 2024	WATCH  (prior version)
<b>SB 769</b> <b>(Gonzalez D)</b> Local government: fiscal and financial training	SB 769 would require, if a local agency provides any type of compensation, or expense reimbursement to members of its legislative body, to provide the members of the legislative body at least two hours of fiscal and financial training at least once every two years.  Fiscal and financial training is defined to include the following: <ul style="list-style-type: none"> <li>• Laws and principles relating to financial administration and short-and long-term fiscal management,</li> <li>• Laws and principles relating to capital financing and debt management, pensions and other postemployment benefits, and cash management and investments.</li> </ul>	Assembly Appropriations  Held on Suspense File  Dead	Watch

	<b>Subject</b>	<b>Status</b>	<b>Board Position</b>
	<ul style="list-style-type: none"> <li>General fiscal and financial planning principles and any pertinent laws relevant to the local agency official's public service and role in overseeing the local agency's operations.</li> </ul>		
<b>SB 925</b> <b>(Wiener D)</b> San Francisco Bay area: local revenue measure: transportation improvements.	<p>SB 925 was a spot bill that included intent language stating that this bill would authorize MTC to propose a revenue measure to fund the operation, expansion, and transformation of the public transportation system, and other transportation improvements.</p> <p>SB 1031 later became the vehicle for the regional funding measure. SB 925 was amended to address the sale of goods in public spaces in San Francisco.</p>	Assembly Appropriations  Held of Suspense File  Dead	Watch  (prior version)
<b>SB 926</b> <b>(Wahab D)</b> San Francisco Bay area: public transportation.	<p>SB 926 directs CalSTA to develop a plan to consolidate all transit operations in the Bay Area. The content of this bill has been added to SB 1031.</p>	Senate Transportation  Dead	Watch
<b>SB 947</b> <b>(Seyarto R)</b> Department of Transportation: state highway projects: agreements with public entities: project design changes.	<p>SB 947 would add to the project cost agreement between a local entity and Caltrans a requirement making Caltrans responsible for any additional costs associated with a new project design adopted by Caltrans after the project is included in the state transportation improvement program or the state highway operation and protection program.</p>	Senate Transportation  Dead	Watch
<b>SB 960</b> <b>(Wiener D)</b> Transportation: planning: transit priority projects: multimodal.	<p>SB 960 would place in statute the requirement for Caltrans to include "complete street" improvements to transportation projects.</p> <p>The bill was amended on July 3<sup>rd</sup> to reflect suggested changes by Caltrans. While the amendments provide some flexibility to Caltrans to phase in these requirements, the overall intent of the bill remains in place. Caltrans suggesting amendments bodes well for SB 960 being signed into law.</p>	<b>Signed Into Law</b> <b>Chapter 630,</b> <b>Statutes of</b> <b>2024</b>	Support

	Subject	Status	Board Position
	<p>This bill also requires inclusion of bicycle, pedestrian, and transit priority facilities in the Transportation Asset Management Plan, the State Highway System Management Plan, and the plain language performance report of the State Highway Operation and Protection Program (SHOPP). This bill requires any project in the SHOPP to include bicycle, pedestrian, and transit priority projects unless a specified exception applies.</p>		
<p><b>SB 1031</b> <b>(Wiener D)</b> San Francisco Bay area: local revenue measure: transportation improvements.</p>	<p>Given growing debate over the content of the bill, Senators Wiener and Wahab decided to shelve the bill for this year in order to provide more time to develop a consensus measure that will be introduced next session.</p> <p>SB 1031 enacts the Connect Bay Area Act, which authorizes MTC to impose specified taxes to fund transportation improvements in the San Francisco Bay Area. The bill also grants MTC the authority to condition the allocation of this revenue to transit operators, and the bill directs CalSTA to study the potential consolidation of transit operators or specific functions of transit operators.</p> <p>The goal of SB 1031 is to create a path to long-term operational stability for Bay Area transit systems, while also investing in transit capital needs and in our roads.</p>	<p>Assembly Desk</p> <p>Dead</p>	<p>Support</p>