November 19, 2025
Agenda Item 10.10
Continued From: New
Action Requested: INFORMATION

NAPA VALLEY TRANSPORTATION AUTHORITY

Board Agenda Memo

TO: Board of Directors

FROM: Danielle Schmitz, Executive Director

REPORT BY: Danielle Schmitz, Executive Director
(707) 259-5968 / Email: dschmitz@nvta.ca.gov

SUBJECT: Federal and State Legislative Update

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board receive the Federal Legislative update, State Legislative Update, and the updated Bill Matrix.

BACKGROUND

Federal Update:
Government Shutdown – After 42 days in the longest government shutdown in history the Senate finally reached a deal on a bipartisan package that could bring the shutdown to an end pending passing the House. The Senate passed the Bipartisan Stopgap + Minibus Package on a 60-40 vote that marries short-term continuing resolution (CR) with a "minibus" of three full-year appropriations bills. The legislation passed with support from the eight Senate Democrats who crossed party lines to break the filibuster. As part of the agreement, Senate Majority Whip John Thune (R-SD) committed to a December vote on Affordable Care Act (ACA) subsidy extensions and inserted provisions to reverse recent mass layoffs of federal workers. These additions helped secure Democratic support but did not shield defectors from internal criticism. Looking ahead, the bipartisan bloc is now working with Republican Senator Bill Cassidy (R-LA), Chair of the Health, Education, Labor, and Pensions Committee, to draft a health care package with the difficult task of garnering the 60 votes needed to pass the Senate. The legislative spotlight now shifts to the House, where members will return Wednesday November 12th after a 53-day recess. Speaker Mike Johnson faces immense pressure to navigate the Senate package through a deeply divided chamber, where he holds just a two-vote margin.

During the shutdown, the Department of Transportation quietly unveiled a major change to the Disadvantaged Business Enterprise (DBE) program. The new rule eliminates raceand sex-based presumptions and shifts to case-by-case eligibility reviews. While DOT cites recent court rulings as the basis for this shift, the department has paused reimbursements on three large transit projects as it reviews compliance, including a total of $20 billion for projects in New York and Chicago. Two of the projects, the Gateway and Second Avenue Subway projects in New York, are in the home and district of Leaders Schumer and Jeffries.

State Update:
State revenues continue to come in higher than projected forecasts. Fiscal year to date revenue is $3.8 billion higher than the June forecast. The Legislative Analyst Office (LAO) and the Department of Finance will release their respective fiscal outlook reports in November.

Although, recent revenues look promising, the LAO has released some reports that raise concerns about the future financial outlook. The LAO released a report examining the outlook of the Medi-Cal program given the state's current fiscal outlook and changes at the federal level. Medi-Cal has grown to serve more than one-third of the state's population, with a total annual budget of $197 billion, with over half of the program federally funded. Implementing the changes enacted in HR 1 will result in billions in lost federal funding. An amount the state general fund could not absorb.

State initiatives being proposed for November 2026 ballot:
CEQA Reform – CalChamber is working on an initiative to streamline CEQA for essential projects like affordable housing, transportation, clean energy, and wildfire resilience.

Extending Proposition 30 – The California Children's Education and Health Care Protection Act of 2026. Labor group will ask voters to renew and make permanent, a tax on high earners. The current tax brings in billions for schools and health care programs and is set to expire in 2030.

Howard Jarvis Taxpayer Initiative – Save Proposition 13 – wants to impose the 2/3rds supermajority to pass revenue measures placed on the ballot by citizen initiatives. The California Supreme Court's "Upland" decision clarified in 2017, that citizen initiatives were not covered under Prop. 13's definition of "local government". Passage of this measure would have devastative impact for SB 63 and similar local sales tax efforts that may go the citizen initiative route.

ATTACHMENTS

1) October 29, 2025 Federal Update (CFM Advocates)
2) October 30, 2025 State Update (Platinum Advisors)
3) October 30, 2025 State Bill Matrix (Platinum Advisors)

ATTACHMENT 1
AGENDA ITEM 10.10
NOVEMBER 19, 2025

To: Napa Valley Transportation Authority (NVTA) Board of Directors
From: Joel Rubin, Tara Kroft, Kate Travis, and Kirby Garrett, CFM Advocates
Re: Washington Update

CFM is very excited to start working on behalf of NVTA! To begin this work, we have provided an update on some of the dynamics at play in federal appropriations and transportation policy.

Congressional Shutdown Standoff Continues

As October draws to a close, Washington remains paralyzed in the longest full shutdown in U.S. history. Both political parties are entrenched in their current positions, and the effects of federal inactivity are expanding across the country. Federal workers are either furloughed or working without pay, leading to travel delays and pauses in some government functions.

Understanding the Shutdown

The shutdown began on October 1 when the Senate did not pass the short-term continuing resolution (CR) that passed the House. Because 60 votes are needed in the Senate to avert a filibuster and pass a bill, the 53-seat Republican majority needs at least seven Democrats to agree to the CR. Democrats continue to vote against the CR, stating that they will not support any budget that does not include extensions of Affordable Care Act subsidies that will expire at the end of the calendar year. Republicans say that they will negotiate on subsidies after funding the government, but Democrats claim that they cannot trust Republicans to negotiate in good faith given the Trump Administration's recent history of scrapping bipartisan agreements, including rescissions of previously appropriated funding. Over three weeks into the shutdown, the leadership of both parties are dug in. With that said, there is a critical deadline of November 1 for insurance premium notices to be mailed out that many DC insiders are looking at as a trigger point for negotiations to resume and reopen the government.

Congressional Gridlock and Strategic Standoffs

The House of Representatives has been out of session for most of the shutdown, leaving the real battle in the Senate, where Democrats and Republicans remain in a tense standoff over competing funding bills. The Senate has now voted 11 times on the competing bills, with each proposal getting defeated.

Speaker Mike Johnson faces growing calls to bring the House back to Washington. So far, he has resisted, arguing that the chamber "already acted" by passing its stopgap funding measure in September. His refusal has drawn criticism from Democrats, who allege that Johnson is deliberately delaying action to avoid swearing in newly elected Representative Adelita Grijalva of Arizona. Representative Grijalva could be the final signature on a discharge petition to force a floor vote on releasing the Epstein files, a vote that most Republicans hope to avoid.

In the Senate, there is occasionally chatter about negotiations between bipartisan groups of senators, but no concrete deal has yet been unveiled. Both parties continue to blame the other side for the shutdown, and both sides believe that they are winning the messaging war.

Several Republican members have begun suggesting that once an agreement is reached, it should include a longer-term CR to fund the government through mid-December and prevent another funding lapse later this fall.

Rising Stakes for Public Programs

Among the most immediate federal funding concerns is the status of the Supplemental Nutrition Assistance Program (SNAP), which faces a potential funding lapse at the end of October. Senator Josh Hawley (R-MO) has introduced standalone legislation to reauthorize SNAP funding, but Senate Republican leadership has not committed to advancing it. In another attempt to prevent disruption of benefits, House Minority Leader Hakeem Jeffries (D-NY) and Senate Appropriations Ranking Member Patty Murray (D-WA) have urged Agriculture Secretary Brooke Rollins to use a $5 billion contingency fund for SNAP—requests that have so far been denied. Secretary Rollins claims that the contingency fund can only be used in response to unforeseen circumstances, such as extreme weather events, and the U.S. Department of Agriculture is advising states to prepare for possible payment delays.

With federal action stalled, several governors are stepping in to mitigate the fallout. In California, where over 5.5 million residents could lose CalFresh benefits, the state is fast-tracking $80 million in emergency funding. Governor Gavin Newsom is also mobilizing the California National Guard and California Volunteers to bolster food bank capacity and support distribution efforts statewide.

How the Trump Administration Is Responding

The White House and agencies throughout the Administration continue to put pressure on Democrats to agree to the Republican's CR. The Administration has already announced layoffs of about 4,000 federal employees from across the federal government, including from the Department of Housing and Urban Development and the Department of Education. A federal court has issued a temporary restraining order blocking the reductions in force, but the Trump Administration claims that order only applies to a small fraction of the planned layoffs.

The Administration's strategy also involves halting $11 billion in Army Corps of Engineers infrastructure funding, primarily affecting projects in Democratic-leaning states such as California, Illinois, and New York. According to the Office of Management and Budget (OMB), these projects were categorized as "lower priority" and are now under review for potential cancellation. OMB Director Russ Vought defended the move, stating that many of the initiatives lacked a clear national economic or security justification and should not be funded under the current fiscal environment.

Among the projects halted are a San Francisco proposal to demolish a pier and replace it with a new waterfront park, a California project to restore aquatic habitats for salmon and steelhead trout, and a major wastewater infrastructure upgrade in New York City. While OMB has not released a full list of affected efforts, state and local leaders are already pushing back, labeling the freeze as arbitrary and politically motivated.

Elsewhere, the Department of Transportation (DOT) quietly unveiled a major change to the Disadvantaged Business Enterprise (DBE) program. The new rule eliminates race- and sex-based presumptions and shifts to case-by-case eligibility reviews. While DOT cites recent court rulings as the basis for this shift, the department has paused reimbursements on three large transit projects as it reviews compliance, including a total of $20 billion for projects in New York and Chicago. Two of the projects, the Gateway and Second Avenue Subway projects in New York, are in the home and district of Leaders Schumer and Jeffries. Secretary Duffy has blamed this delay on the Democrats, saying, “Thanks to the Chuck Schumer and Hakeem Jeffries shutdown… USDOT’s review of New York’s unconstitutional practices will take more time.” This has created an added uncertainty for local governments and contractors already impacted by the shutdown.

The Administration is also taking steps to preserve some essential programs. Earlier this month, the White House announced that it would repurpose Defense Department funds to pay members of the military. However, as the military’s second potential missed paycheck approaches, it is unclear whether the Defense Department will be able to pay servicemembers this time around. House Republicans have also floated a bill to pay the military and federal workers who are currently working without pay. House Democratic leadership has rejected that proposal because it does not pay the workers who are furloughed. Additionally, the Trump Administration has cast doubt on whether furloughed employees will receive back pay, contrary to a law the President signed following the previous shutdown guaranteeing back pay for federal workers.

Meanwhile, the Administration continues to message about the shutdown, with Department of Homeland Security Secretary Kristi Noem recording a video to play at airports blaming Democrats for the delays due to the shutdown. Multiple airports have refused to play the video. Multiple federal government websites also feature messages blaming the left for the pause in services.

Democrats maintain that the American people will blame the GOP for the shutdown, and they have recently released polling that appears to show Democrats slightly winning the messaging war. As the costs from the shutdown grow—government workers are set to miss their first full paycheck next week—the pressure will only continue to mount to find a deal.

CFM will continue to monitor the latest developments and keep you updated. If the shutdown causes any impact to your projects, please let us know and we will work to resolve the issue.

Transportation, Housing and Urban Development (THUD) FY26 Appropriations

Despite the shutdown and lack of consensus over a short-term CR, Congress continues to work on FY26 Appropriations. Before the shutdown, vastly different spending visions emerged from the House and Senate, causing Republicans in Congress to pursue a short-term CR that sparked initial shutdown conversations.

House and Senate at Odds Over Domestic Spending

In July, both chambers advanced their versions of the THUD appropriations bill, but the differences between the two bills are significant.

The House Appropriations Committee advanced its THUD bill on July 17 on a party-line vote, proposing $89.9 billion in total funding, which is down nearly 5% from FY25 levels.

Within that topline, the bill slashes funding for critical transportation programs, including:

- Federal Transit Administration (FTA): Capital Investment Grants (CIG) would see a 42% cut from $2.9 billion to $1.7 billion.
- Federal Railroad Administration (FRA): Several rail safety and modernization grants would be eliminated or scaled back.
- Federal Aviation Administration (FAA): While operational funding is maintained, capital investments in airport infrastructure would be reduced.

The bill reflects a hardline fiscal approach, with House Republican leaders arguing that deep cuts are necessary to control the deficit and refocus spending on core infrastructure. But moderate Republicans have expressed unease about the potential impacts on regional transit agencies, intercity rail, and aviation safety.

Just one week later, the Senate Appropriations Committee passed its own THUD bill on a resounding 27-1 bipartisan vote. The Senate version provides $99.8 billion in total funding, holding steady with FY25 levels and rejecting the House's proposed cuts.

Senators framed the bill as a balanced investment in national infrastructure priorities that protects public safety, supports economic growth, and sustains momentum from the 2021 infrastructure law.

The sharp differences between the House and Senate bills underscore the growing philosophical rift over federal transportation policy. The House GOP is prioritizing deficit reduction and reduced federal reach, while the Senate maintains a bipartisan commitment to sustained infrastructure investment. The path to a final FY26 THUD bill and the funding levels that will be included in that bill remain uncertain.

One rare moment of agreement between the House, Senate, and White House involved funding for the Section 5339 programs, also known as the Buses and Bus Facilities programs. President Trump's proposed budget, and both versions of the House and Senate bill, funded the bus program at the Bipartisan Infrastructure Law-authorized $2.2 billion level. This is a promising sign for bus transit funding and an indication that bus funding has bipartisan support as Congress begins work on the Surface Transportation Reauthorization bill.

Surface Transportation Reauthorization

As Congress works through the 2025 legislative calendar, preparations for the next Surface Transportation Reauthorization are beginning to take shape. With the current authorization under the Infrastructure Investment and Jobs Act (IIJA) set to expire on October 1, 2026, lawmakers and stakeholders are gradually turning their attention toward what comes next. We wanted to provide a brief update on the preliminary activity, key conversations, and expected timeline for the reauthorization process as it affects transportation agencies like NVTA.

Early Congressional Conversations Begin Behind the Scenes

While the formal legislative process for reauthorization is still in its early stages, House and Senate committees with jurisdiction, namely, the House Transportation and Infrastructure Committee and the Senate Environment and Public Works Committee, have started to host informal listening sessions and staff-level briefings with state DOTs, metropolitan planning organizations (MPOs), transit agencies, and advocacy groups.

Much of the early dialogue is focused on lessons learned from IIJA implementation, particularly around formula funding stability, project delivery timelines, and Buy America compliance challenges. There is also growing interest in incorporating more resiliency and climate adaptation standards into federal transportation policy, particularly as extreme weather events continue to strain local infrastructure.

The bill text will begin with the House Transportation and Infrastructure Committee and then will move to the Senate for markup. A more detailed timeline is included below.

White House Signals Reauthorization Will Be a Priority

The Trump Administration has signaled that reauthorization will be a top infrastructure priority as the IIJA sunsets, although details remain sparse. President Trump has not yet outlined a formal transportation proposal, but his Administration's broader fiscal approach—emphasizing cuts to domestic discretionary spending—may create pressure to streamline or consolidate surface transportation programs in future proposals.

At the staff level, there is ongoing coordination between the USDOT and Congressional committees on key data collection and performance metrics that could shape the next reauthorization bill. Agencies are being encouraged to share input on what worked under IIJA and what needs revision.

Anticipated Timeline and Deadlines

While no official legislative timeline has been released, here's what we anticipate based on recent Hill activity and historical precedent:

- Fall 2025 – Spring 2026: The House Transportation & Infrastructure (T&I) Committee had planned to mark up their version of the reauthorization bill by the end of 2025, but that timeline seems to be slipping in part because of the government shutdown. As of now, the House majority staff has started to share legislative text on the highway safety section of the bill, but no transit text has been shared yet.
- Spring – Summer 2026: If a House T&I Committee bill passes in Committee, it's expected the full House would bring the bill to the floor in the Spring. At the same time, Senate committees with jurisdiction over the reauthorization bill – Environment and Public Works Committee (EPW) (highway), Banking (transit), and Commerce (rail) – are expected to mark up their sections of the bill. Ultimately, the House and Senate versions would need to be conferenced or negotiated in the Summer in advance of the September 30 deadline.
- September 30, 2026: This is the deadline for Congress to reauthorize or extend surface transportation programs. A short-term extension is possible, particularly if partisan divisions over federal spending continue into next year.

Given the compressed calendar and likely distractions from the 2026 midterm elections, early engagement by local agencies and associations will be crucial. All national transportation and transit advocates will continue to ramp up policy development efforts to influence the process.

Section 5339 Buses and Bus Facilities Program

In addition to representing NVTA, CFM also works on behalf of the Bus Coalition, a 900+-member advocacy group for bus transit funding. The Bus Coalition (TBC) is concerned that both American Association of State Highway and Transportation Officials (AASHTO) and American Public Transportation Association (APTA) are proposing shifting the Section 5339 Bus and Bus Facilities Program from 30% formula funding to 65% and 75% formula funding, respectively, in the reauthorization bill. While TBC strongly supports APTA and AASHTO's efforts to increase overall funding for the 5339 programs, this proposed formula change would dramatically reduce the share of funds available through competitive grants—a critical source of capital for mid-sized and smaller transit systems.

Under such a shift, competitive funding could fall from approximately $1.5 billion to around $500 million per year. While many agencies appreciate the regularity of formula funding, transit formula funding disproportionately benefits larger systems over small- and mid-sized systems. Under the formula program, the top 20 systems nationwide receive 60% of the funding, with other agencies left to share the rest. This proportion is reversed under the competitive grant program, and this funding is crucial for smaller systems nationwide to undertake large capital programs. TBC expects small- and mid-sized systems to do well in the Buses and Bus Facilities competitive grant programs under the Trump administration.

TBC President Corey Aldridge, CEO of Santa Cruz METRO, spoke out against this shift at the recent APTA meeting in Boston and recently sent a letter to AASHTO in response to their proposal, which further outlines these concerns. CFM is currently working with its friends and allies on the Hill to push back against these efforts and protect the competitive grant program in the next reauthorization bill.

Buses and Bus Facilities Grants – Awards

USDOT is expected to announce the grant awards for the Buses and Bus Facilities and Low- and No-Emissions programs shortly after the government reopens. The statutory deadline to announce the awards fell in mid-September, but processing delays and the government shutdown have pushed back that timeline. Given how competitive these awards are, seeing where USDOT gives out grants will provide valuable insight into FTA's priorities.

BUILD Grants to Open by November 30

The Better Utilizing Investments to Leverage Development (BUILD) program, previously known as RAISE or TIGER, provides grants to transportation projects, including transit, road, rail, and port projects, deemed to be of national importance. This program is a prime opportunity to fund capital projects, especially projects that involve multiple modes of transportation. The grant program is expected to open by November 30, although this timeline may slip because of the shutdown. This funding round will be the last year that $1.5 billion is guaranteed in funding before the next Surface Transportation Reauthorization bill.

Redistricting and the Battle to Control the House

Political battles over congressional control continue to escalate—most notably around redistricting. At the state house level, both parties are attempting to draw new maps to increase their representation in the House in 2026. What started in Texas and California has since grown to include Illinois, Virginia, North Carolina, Ohio, New York, Indiana, Louisiana, Maryland, Florida, Nebraska, Missouri, and Kansas.

The status of each map varies by state. Many states with independent redistricting commissions need voters to approve a change in the states' policy towards redistricting (often involving amending the state constitution) before the legislature can draw new maps. The most high-profile referendum will take place in California, where voters will decide whether to adopt Proposition 50, which would allow the legislature to draw a new map that could give Democrats up to 5 additional seats.

So far, only Texas, Missouri, and North Carolina have approved new maps for the 2026 election, but many more could come. The maps are facing a slew of legal challenges, so the final district lines for 2026 are still very much in flux. The Associated Press breaks down the state-by-state redistricting efforts, including a map of places considering new districts, here.

The outcome of these redistricting fights could play a role in determining which party holds the House majority in the next Congress, underscoring the high political stakes even as Washington remains gridlocked by the ongoing shutdown.

If you have any questions about any of the above information, please do not hesitate to contact us at the phone numbers provided below.

Contact Information:

Joel Rubin – 301.461.1532 (mobile)
Tara Kroft – 971.420.4184 (mobile)
Kate Travis – 617.449.8612 (mobile)
Kirby Garrett – 541.480.0938 (mobile)

PLATINUM | ADVISORS

October 30, 2025

TO: Danielle Schmitz, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

Fiscal Outlook: Revenues continue to exceed projections. In the month of September receipts of income taxes and corporation taxes exceeded projections for the month by $2.3 billion. This builds on above par receipts for July and August. For personal income taxes, September withholdings beat projections by $925 million, and September quarterly income tax payments were $1.2 billion higher than expected. For the fiscal year to date revenue is $3.8 billion higher than the June forecast.

October receipts are also looking promising to date, with initial estimates exceeding projections by almost $2 billion. If revenue continues to beat projections at the current rate, then additional revenue for the fiscal year could reach $20 billion. The LAO and the Department of Finance will release their respective fiscal outlook reports in November, which will shed more light on this possibility. While the current projection includes a $17 billion deficit facing the 2026-27 fiscal year, additional revenue received is not a one for one replacement. Incoming revenues must first be used to meet education funding requirements and mandated deposits to the rainy-day fund. However, a lot can go wrong over the next 8 months, and the LAO has released a couple of reports that raise concerns about future budget impacts.

The LAO released a report examining the outlook of the Medi-Cal program given the state's current fiscal outlook and changes at the federal level. Medi-Cal has grown to serve more than one-third of the state's population, with a total annual budget of $197 billion, with over half of the program federally funded. Implementing the changes enacted in HR 1 will result in billions in lost federal funding. An amount the state general fund could not absorb. How California implements the federal changes will determine how it will impact enrollees, hospitals, providers, state government, and counties.

In addition, the LAO released a report on the state's new "wall of debt." In its recent report analyzing the 2025-26 budget, the LAO points out how budget deficits over the past three years have been partially addressed through budgetary borrowing. In the current fiscal year, the budget uses various maneuvers that increase borrowing by $10 billion, increasing the total borrowing over the last few years from $12 billion to $22 billion. While the state's cash reserves and rainy-day fund provide a significant cushion, these borrowing maneuvers place additional pressure on the state's budget and limit future flexibility. However, the state can always push back any repayment plan.

Pending Initiatives: With the enactment of SB 63, the effort to fund transit operations now shifts to the local level to gather the signatures to place this sales tax measure on the ballot through the initiative process. At the state level the initiative process is gearing up as we approach the 2026 election year. The following are several proposals that are in the preliminary stages of the initiative process.

CEQA Reform: The CalChamber recently filed the *Building an Affordable California* initiative that would streamline the review of essential projects under the California Environmental Quality Act (CEQA). This ballot measure is being cast as an effort to spur development and lower housing costs.

This measure pushes beyond legislation passed earlier this year and would streamline the entire CEQA process for "essential projects," arguing that the state's "outdated system" is "too slow, too bureaucratic, and too costly." The measure proposes a series of changes to streamline CEQA to cut red tape and limit lawsuits that the Chamber says unnecessarily delay projects deemed "essential" like affordable housing, clean energy, transportation, and wildfire resilience. It would create enforceable deadlines for review, giving government officials one year to approve or deny environmental impact reports, as well as measures to limit the effectiveness of "NIMBY" lawsuits.

CalChamber does not lack money and has a long history of involvement in ballot measure campaigns, although less commonly as the main proponents. Should it manage to assemble a coalition invested in reforming CEQA, a successful signature drive seems more likely than not.

Extending Prop 30: Labor groups will ask voters next year to renew and make permanent a tax on high earners. Voters originally approved Proposition 30, which raised income tax rates on those earning more than $250,000 per year, in 2012 and then extended the tax in 2016 through Proposition 55.

The tax, which brings in billions of dollars a year for schools and health care programs, is set to expire in 2030. That means the groups backing a renewal need to put it before voters in either 2026 or 2028 — and have decided now is the time to push "The California Children's Education and Health Care Protection Act of 2026."

The California Teachers Association and the SEIU, who helped fund earlier campaigns for the high-earners tax, are the major players backing this renewal proposal. But they will likely get support from the wide range of labor, health care and progressive interests that together put more than $50 million behind Prop 55.

Signature-gathering for the tax extension would likely begin just as the campaign for Prop 50 is ending. Given the organization and financial backing from these groups it is highly likely that it will qualify for the ballot. The open question is how the electorate will feel about big fiscal questions come November 2026. The last fiscal measure – Prop 1, the Behavioral Health Services Act, passed by just a sliver of a margin (**50.2%** to **49.8%**).

Chatbot Protections: Children's online safety advocates filed a ballot initiative to protect kids from AI chatbots and hold Big Tech accountable for any harm they cause. Spearheaded by Common Sense Media CEO Jim Steyer and former U.S. Surgeon General Vivek Murthy, this effort follows Governor Newsom's recent veto of a Steyer-backed bill by Assemblymember Bauer-Kahan. This bill proposed extending kids' chatbot safety and had the backing of California Attorney General Rob Bonta.

This initiative has foundation backing from deep-pocketed organizations, including the Gates Foundation and the Omidyar Network. Former Surgeon General Vivek Murthy recently joined Common Sense, after speaking out about kids' online safety while in the Biden administration.

The initiative will receive a title and summary from the California attorney general's office in the coming weeks before signature gathering can begin to place the measure on the ballot.

Save Prop 13: The Howard Jarvis Taxpayers Association (HJTA) wants to impose the two-thirds supermajority to pass revenue measures placed on the ballot by citizen initiative. The California Supreme Court's *Upland* decision clarified in 2017, that citizen initiatives were not covered under Prop 13's definition of "local government." Passage of this measure would have a devastating impact on SB 63.

Any changes to provisions in the state Constitution require voter approval. HJTA has drafted three separate versions with slight variations to test how state officials will summarize each one in an official ballot title and summary and plans to choose a version once the final title and summary for each version is available later this month.

Its recent efforts to limit tax increases, most notably with the Taxpayer Protection Act — which the California Supreme Court deemed unconstitutional and booted off the 2024 ballot — have drawn staunch opposition from California's labor movement, among others. A new poll commissioned by Alliance for a Better California, a coalition of unions who opposed the 2024 measure, found 51% opposed this proposal, which underscores the challenges HJTA could face selling its new proposal to voters.

The most urgent question is whether the measure can make the 2026 ballot concerns funding, and whether HJTA can enlist a deep-pocketed organization like the California Business Roundtable to fund a petition drive. Unions are hoping dismal polling will help scare potential backers from thinking of it as a worthy investment.

October 30, 2025

ATTACHMENT 3
NVTA Board Item 10.10
November 19, 2025

TABLE 1: BOARD ADOPTED POSITIONS

	Subject	Status	Position
AB 259 (Rubio, Blanca D) Open meetings: local agencies: teleconferences.	AB 259 was amended to extend the sunset date to January 1, 2030, rather than repealing the existing January 1, 2026, sunset. This bill would extend the existing authority allowing members of a legislative body to participate remotely if specific conditions are met.	Senate Judiciary Two-Year Bill	Watch
AB 394 (Wilson D) Crimes: public transportation providers.	This measure would expand existing law regarding battery of a transit operator or transit passenger to also include an employee or contractor of a public transit provider. This bill also expands the workplace violence restraining order provisions to expressly permit a judge, at their discretion, to issue a TRO or restraining order that prohibits the subject of the order from the entirety of the public transit system.	Signed Into Law Chapter #147, Statutes of 2025	Support
AB 697 (Wilson D) Protected species: authorized take: State Route 37 improvements.	AB 697 authorizes the State Route 37 corridor project to be evaluated under California Endangered Species Act (CESA) – which allows an incidental take permit so long as impacts to the species are fully mitigated, among other requirements. The bill also applies to the conservation standards and other permitting thresholds required by SB 147 (2023), which authorizes CDFW to issue fully protected species take permits under CESA for certain categories of transportation, renewable energy, and water infrastructure projects.	Signed Into Law Chapter #438, Statutes of 2025	Support Co-Sponsor

	Subject	Status	Position
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 1014 (Rogers D) Traffic safety: speed limits.	AB 1014 would expand existing law that allows cities and counties to reduce a speed limit below the 85th percentile speed survey to also include Caltrans and the highways operated by the state.	Signed Into Law Chapter #287, Statutes of 2025	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 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	Assembly Loc Gov. Two-Year Bill	Watch
AB 1207 (Irwin D) Climate change: market-based compliance mechanism.	As signed into law, AB 1207 extends cap-and-trade regulation through 2045, and renames the program the California Cap & Invest Program. Among the numerous changes made by the bill, AB 1207 requires CARB to ensure that emissions from covered sources decline with the 2030 and 2045	Signed Into Law Chapter 117, Statutes of 2025	Watch

	Subject	Status	Position
AB 1207 ***(cont.)***	greenhouse gas (GHG) emissions targets; and the bill maintains existing offsets limits, but requires offsets to be exchanged for allowances under the emissions cap, and changes to how the revenues received by electrical corporations are used.		
AB 1250 **(Papan D)** Transit operators: paratransit: recertification of eligibility.	AB 1250 was gutted and amended on April 10th. to prohibit a transit operator from requiring an individual who is eligible for paratransit services and whose condition is not expected to improve from having to recertify their eligibility. AB 1250 was amended on June 30th to address concerns expressed by transit operators. With these amendments the California Transit Association now supports the bill. As amended, the bill requires transit operators, by June 1, 2027, to use a streamlined recertification process, for persons who have previously been determined to be eligible for paratransit service to have their eligibility reviewed. The streamlined recertification process must utilize a telephone interview, mail-in form, or online survey and may only collect the following information: • Physical address; • Mailing address, if different from physical address; • Emergency contact; • Phone number; • Updated mobility devices; Status of disability, with identification of any worsening of the person's disability, any additional disability, any changes to the person's functional abilities, and any changes to the person's use of an assistive device.	Signed Into Law Chapter #725, Statutes of 2025	Watch

	Subject	Status	Position
AB 1268 (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
AB 1340 (Wicks D) Transportation network company drivers: labor relations.	AB 1340 was amended to allow Transportation Network Company (TNC) drivers the right to form, join, and participate in the activities of TNC driver organizations of their own choosing. NVTA adopted a watch position on the prior version of the bill.	Signed Into Law Chapter #335, Statutes of 2025	Watch
SB 63 (Wiener D) San Francisco Bay area: local revenue measure: transportation funding.	SB 63 would authorize a 14-year sales tax to fund regional public transportation operations that will be placed on the November 2026 ballot in the Counties of Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara. The bill also outlines maintenance of effort requirements, a financial review of the transit operators, and accountability provisions. Governor Newsom issued a signing letter for SB 63 and other local transit funding measures. In the letter he stressed,"…*the transit systems supported by these bills bear the responsibility of showing how the additional revenues, if approved by the voters, will produce tangible outcomes and measurable results*	Signed Into Law Chapter #740, Statutes of 2025	Support

	Subject	Status	Position
SB 71 **(Wiener D)** California Environmental Quality Act: exemptions: transit projects.	SB 71 was amended to extend, not repeal the sunset date on existing law that exempts certain transit, bicycle, and pedestrian projects from CEQA. The new sunset date is set for January 1, 2040. Specifically, this bill • Expands these exemptions to include, among others, Tier 4 or cleaner locomotives in specified areas, shuttles and ferries and projects outside of urbanized areas or clusters. • Retains a January 1, 2032, sunset for transportation projects using near-zero emission, natural gas, or low- nitrogen oxide (NOx) technology.	Signed Into Law Chapter #742, Statutes of 2025	Support
SB 79 **(Wiener D)** Local government land: public transit use: housing development: transit-oriented development.	SB 79 would allow more homes to be built near major public transportation stops and on land owned by transit agencies. SB 79 allows for upzoning land for multi-family homes up to 75 feet within a half mile of specified major train stations. SB 79 also authorizes local transit agencies to develop on land they own. Under SB 79 all TODs are eligible for the streamlined ministerial approvals process if they meet the law's environmental, labor, and affordability standards. Governor Newsom issued a signing letter for SB 79 where he stressed, "*California has poured billions into public transit without building the housing density needed for those systems to reach their potential. SB 79 helps change that by focusing more homes near rail stations*…."	Signed Into Law Chapter #512, Statutes of 2025	Watch

	Subject	Status	Position
SB 239 (Arreguín D) Open meetings: teleconferencing: subsidiary body.	The provisions in SB 239 will be added to SB 707, which is a comprehensive overhaul of Brwon 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
SB 445 (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. Similar to prior versions of the bill, SB 445 would authorize the CHSRA to develop and adopt regulations for governing third-party permits and approvals that are necessary to deliver the project.	Assembly Approps Held on Suspense	Watch
SB 569 (Blakespear D) Department of Transportation: homeless encampments.	The bill would allow Caltrans to establish a dedicated liaison to facilitate the removal of homeless encampments on Caltrans' right-of-way and authorizes Caltrans to negotiate specified terms for Delegated Maintenance Agreements (DMA) with local jurisdictions. 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

	Subject	Status	Position
SB 707 (Durazo D) Open meetings: meeting and teleconference requirements.	SB 707 makes numerous changes to the rules governing local agency public meetings pursuant to the Ralph M. Brown Act (Brown Act) to, among other things, increase public access and extend teleconferencing flexibilities. SB 707 was amended during the last week of session to apply certain provisions to cities, counties, and larger special districts. The bill also adds requirements to translate agendas that apply to cities, counties, and special districts as defined. For example, the translation requirements apply to cities and any county with a population exceeding 30,000.	Signed Into Law Chapter #327, Statutes of 2025	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
SB 840 (Limón D) Greenhouse gases: market-based compliance mechanism.	SB 840 is a companion measure to AB 1207. It was amended to include an expenditure plan that begins with the 2026-27 fiscal year. The bill directs CARB to submit a report to the legislature on offsets, and update existing offset protocols. SB 840 also establishes a $4.2 billion annual expenditure plan that allocates specified funding amounts across three tiers. The first tier provides continued funding for wildfire programs, and funding for a Legislative Counsel Climate Bureau. The second tier allocated $1 billion to high-speed rail and $1 billion for legislative priorities. The third tier includes funding for TIRCP, LCTOP, and CARB.	Signed Into Law Chapter #121, Statutes of 2025	Watch