



NAPA VALLEY TRANSPORTATION AUTHORITY

Technical Advisory Committee Agenda Memo

TO: Technical Advisory Committee (TAC)
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) Technical Advisory Committee receive the Federal Legislative update (Attachment 1) State Legislative update (Attachment 2), and State Bill Matrix (Attachment 3) prepared by Platinum Advisors. Information only

FISCAL IMPACT

Is there a Fiscal Impact? No

ATTACHMENTS

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



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

Latest Washington Activity

NVTA Earmark Funding Progress - \$2 million NVTA Project Submitted by Rep. Thompson; Awaiting Senate Submissions

In early-April, CFM received word that Representative Mike Thompson would be submitting NVTA's request for \$2 million for the American Canyon State Route 29 Improvements Project. Last week, his office officially made that [request](#) public. Representative Thompson's request still needs to be approved by the Appropriations Committee for inclusion in the Transportation and Housing and Urban Development bill (THUD), and the amount may be reduced in the process, but the Representative's request sets NVTA up to receive funding for the American Canyon Project by year's end. We really appreciated working with your team to craft a winnable earmark request in this first round of working together and are excited to see resources come back to your community for such an important infrastructure and safety initiative.

We have also coordinated with the offices of Senators Padilla and Schiff to position NVTA's two projects, American Canyon and Bus Shelter Improvements, for submission on the Senate side. Our team met with DC staff from both Senate offices in March to advocate for these projects directly. The Senators have not released their requests yet, but CFM is continuing to engage with your delegation and monitor for the public release of requested projects (likely in mid-May).

Safe Streets and Roads for All (SS4A) Grant Program

The FY26 SS4A grant program Notice of Funding Opportunity is currently open with a deadline of May 26, 2026. CFM and the NVTA team are working on drafting a \$10 million application for implementation funding through for the American Canyon State Route 29 Improvements Project. The draft narrative is coming along nicely, and we feel the application will be very competitive for the \$600+ million USDOT program. CFM is also working with NVTA's congressional delegation to secure letters of support for your application to the USDOT.

Transportation Reauthorization Update and Relevant Bus Coalition Work

Congress is continuing work on the next surface transportation reauthorization bill, with a House Transportation and Infrastructure Committee markup currently expected on May 13, though that timeline is possible to slip (again) as negotiations continue. Based on the Bus Coalition's conversations with more than 50 Committee offices, there is growing concern



that the draft bill could reduce bus program funding to approximately \$1.1 billion annually—roughly half of current levels—and decrease competitive grant funding by as much as 66 percent, to below \$500 million. This funding cut would prove devastating for transit systems nationwide, as reduced availability of competitive funds will delay needed capital projects.

At the same time, discussions remain fluid, with Committee staff indicating a desire to develop a bipartisan compromise that can secure support from the “Big 4” leadership. Despite that goal, the parties remain far apart on key funding and policy issues, creating uncertainty around both timing and substance. Looking ahead, several factors will shape the path forward, including the September 30 expiration of the current authorization, the need for any House bill to be reconciled with the Senate, and Chairman Sam Graves’ planned retirement, which adds urgency to advancing legislation this year.

In response to this concern, the Bus Coalition has emailed all 435 House offices about the importance of funding for the Buses and Bus Facilities/5339 program. We have also reached out to all members and supporters to have them contact their representatives and show support for the program. The Bus Coalition also held a meeting with over 50 attendees during the APTA legislative fly-in earlier in April, where we discussed this program and provided the attendees with Bus Coalition materials and talking points they could use during their Hill meetings.

CFM and the Bus Coalition are using a two-pronged approach to advocacy: fight to include as much funding as possible in the House bill and use the Senate as a backstop to prevent funding cuts. Given that we have met with over 70 offices across the Hill on the relevant committees, we plan to use these relationships to protect grant funding sources important to NVTA.

On the highway side, there is a push from the House Republican Majority staff to streamline funding to states vs maintaining competitive grants. This could put the BUILD program, which has been a grant target in the past for NVTA, at risk. We have actively engaged your congressional delegation in support of BUILD and believe the Senate will serve as a backstop there as well if the program is reduced or eliminated.

Washington Update: FY27 Appropriations Begin Amid Drama over Department of Homeland Security (DHS) Funding and Ethics Violations

Appropriations Activity Picks Up

At the beginning of this week, the House Appropriations Committee began marking up its first FY27 spending bills, including Military Construction–VA and Financial Services. These markups signal the formal start of the appropriations process, with additional bills expected



to follow in the coming weeks. While the House is moving quickly, the Senate's timeline remains less certain, though action is anticipated within the next couple of months. As more bills advance through committee, attention will increasingly turn to floor consideration and the challenge of reconciling differences between the chambers.

As with the surface transportation reauthorization bill, the appropriations process faces a September 30 deadline for passage or get an extension typically called a Continuing Resolution (CR). New funding bills must be passed by that date to avert another government shutdown. The House is particularly incentivized to move quickly on the appropriations bill this year – all 435 members are running for reelection, and a politically messy shutdown can complicate their campaigns.

Senate Advances Reconciliation Measure to Fund DHS

The Senate voted to proceed with a Republican-led budget resolution designed to fund immigration enforcement agencies through the remainder of President Trump's term. Passed along party lines, the resolution instructs key committees to develop reconciliation legislation that could provide up to \$70 billion in funding for agencies such as ICE and Customs and Border Protection.

While reconciliation has been an increasingly popular tool for bypassing the Senate's 60-vote threshold to avert a filibuster (most recently being used to pass the One Big Beautiful Bill Act), it still comes with complications. Given how politically tricky it can be to use, Senate Republicans have been hesitant to employ it this year. However, given staunch Democratic opposition to many of the provisions in the DHS bill, Republicans may turn to it to pass their priorities.

Passed on a strictly party-line vote of 52–46, this effort marks the first step in a broader reconciliation process, allowing Republicans to bypass the filibuster and Democratic opposition. The resolution will also be subject to a "vote-a-rama," where senators can offer unlimited amendments—potentially complicating the path forward.

Republicans are aiming to keep the package focused on immigration enforcement to ensure passage, while Democrats are preparing amendments centered on cost-of-living issues and potential restrictions on enforcement practices, including prohibiting the wearing of masks during raids and requiring judicial warrants to enter private property. While most measures offered by Democrats are not expected to pass, they may force Republicans to take unpopular votes to advance the measure.



National Environmental Policy Act (NEPA) Reform and Expanded Use of Categorical Exclusions

Separate from the fiscal debate, the White House is also continuing its broader deregulatory push through new guidance from the Council on Environmental Quality (CEQ) on categorical exclusions under NEPA. The guidance encourages federal agencies to more aggressively establish, revise, adopt, and apply categorical exclusions for actions that normally do not have significant environmental impacts, allowing those projects to move through a more streamlined review process instead of requiring a full environmental analysis from scratch.

For infrastructure delivery, this could have meaningful implications. Transportation projects are likely to see the most immediate benefits. Routine projects such as road resurfacing, safety improvements, bridge rehabilitation, and transit station upgrades often already fit within existing categorical exclusions, and the new guidance may encourage agencies such as the Federal Highway Administration and Federal Transit Administration to rely more heavily on those tools. In practical terms, that could reduce permitting timelines and help certain transportation projects move more quickly from planning to construction.

The broader takeaway is that the CEQ guidance creates a clearer path for accelerating low-impact infrastructure projects, but implementation will still vary by agency, project type, and geography. Municipalities and project sponsors that plan with categorical exclusions in mind from the outset, engage federal partners early, and maintain strong supporting documentation will likely be best positioned to take advantage of the policy shift. While the administration is clearly prioritizing faster project delivery, legal risk and project-specific environmental concerns will continue to shape how far agencies can go.

Ethics Crisis in the House Triggers Resignations

Last week, the House faced a rapidly escalating ethics crisis that culminated in the abrupt resignations of Representatives Eric Swalwell (D-CA) and Tony Gonzales (R-TX). The developments were particularly striking given Swalwell's national profile and political trajectory. Swalwell had been widely viewed as a leading contender in the California governor's race, making his departure not just a congressional issue but a major shakeup in state-level politics as well. Both members ultimately stepped down ahead of anticipated expulsion votes, as bipartisan pressure mounted in response to serious misconduct allegations—sexual assault and harassment claims in Swalwell's case and in Gonzales's case an admitted inappropriate relationship with a staffer that later committed suicide.

The sequence of events unfolded rapidly and added to the sense of drama in the chamber. In order to help preserve the House GOP's razor thin majority in the House, Gonzales had initially indicated he would not resign and intended to serve out the remainder of his term. However, the situation shifted dramatically as details surrounding Swalwell's case became



public and support for both members quickly eroded. Within a span of roughly an hour, both lawmakers announced their resignations, effectively preempting what could have been back-to-back expulsion votes—an extraordinarily rare and politically fraught scenario for the House.

This week, the fallout spiraled even further. On Tuesday, Representative Sheila Cherfilus-McCormick (D-FL) resigned minutes before the House Ethics Committee was set to vote on whether to recommend that the House expel her. Last month, the committee found Cherfilus-McCormick guilty of more than two dozen ethics violations, including allegations related to stealing millions of disaster relief funds to finance her congressional run. She is also facing a separate federal criminal indictment that could result in more than 53 years in prison if convicted.

At the same time, Representative Cory Mills (R-FL) is being investigated by the House Ethics Committee for allegations of dating violence, campaign finance violations and more, with discussions already underway about whether his case could rise to the level of an expulsion effort, depending on the findings of ongoing investigations.

These expulsion considerations and resignations are relatively unprecedented in American history. Expulsion requires a two-thirds vote of the House of Representatives, and only three House members have been expelled since the Civil War. Taken together, the cases have created a heightened state of instability in the House. Beyond the immediate political implications, the episode is prompting renewed debate over the pace and transparency of the ethics process, as well as the willingness of leadership in both parties to act decisively when credible allegations emerge. With margins in the House remaining narrow, any additional departures or disciplinary actions could also have meaningful implications for vote counting and the broader legislative outlook in the weeks ahead.

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May 1, 2026

TO: Danielle Schmitz, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

Fiscal Outlook: The revenue trend continues to exceed the January forecast. April is the biggest revenue month, and the forecast called for \$17.37 billion in income tax receipts. The month closed out with a little over \$18 billion. For the fiscal year to date revenues will exceed projections by nearly \$9 billion. As previously stated, most of this “extra” revenue will be reserved for Constitutionally required set asides for education and rainy-day reserves.

At separate meetings with the Assembly and Senate Democrat Caucus’, Governor Newsom stated his May Revise will include significant cuts. While revenues this fiscal year are good, the out-year budget revenue looks bleak, with the Legislative Analyst’s Office (LAO) projecting deficits reaching \$35 billion by 2030. Governor Newsom is committed to leaving his successor a balanced budget. How he does that will be outlined in the May Revise.

Senate Priorities: Countering the Governor’s planned cuts, the Senate Democrat Caucus released a general outline of their budget priorities. Titled Foundation for the Future, it would increase the state’s rainy-day fund, reject some cuts proposed by the Governor, and increase funding of education, housing, and other programs. The most controversial piece is a proposal that imposes a new fee on the top 1 to 2 percent of the state’s largest corporations (with at least several hundred employees) in order to help the state cover their employees’ Medi-Cal costs. Governor Newsom has already stated he would not support new taxes.

There is no new funding in the Senate’s proposal for transportation, and it is silent on restoring funds for the Zero Emission Transit Capital Program. However, the Senate proposal would dedicate \$1 billion in cap & invest funds for legislative priorities. This means the Senate proposal rejects the Governor’s plan to allocate \$750 million of these funds to CalFire. The plan would also appropriate an additional \$400 million in Prop 4 funding for a total of \$2.5 billion in 2026-27.

The Assembly’s priorities are expected to be announced soon.

Budget Bloat: Since the 2019-20 fiscal year the size of the state budget has grown by \$100 billion. The state budget in 2019-20 was \$149 billion and the 2026-27 budget is projected to reach \$248 billion. This is according to a recent LAO study that found 70% of this growth was just to keep existing programs funded, and 30% was attributed to spending on expanded or new programs. The bulk of the spending growth was in education programs at \$37 billion, and \$58 billion is attributed to “local assistance,” which includes funding for California State Universities (CSUs) and Universities of California (UCs), as well as major cost drivers such as Medi-Cal, social services, and in-home supportive services. The remaining \$9 billion was in state operating costs, such as employee compensation and growth in full-time employees, particularly within CalFire.

The purpose of this report is to educate the legislators on where the cost drivers are as the contemplate budget actions to address out year deficits. The LAO forecast calls for a growing structural deficit reaching \$35 billion by 2030. As the LAO points out “the persistence of the state’s deficits strongly suggests the balance of the state’s spending commitments and revenues is not sustainable.” The legislature will face the difficult task of evaluating the tradeoffs of which program to reduce or sustain as they address these looming deficits.

Cap & Divest: When the legislature approved AB 1207 and SB 840 to extend the Cap & Invest program, AB 1207 also directed California Air Resources Board (CARB) to update its regulations and take into consideration the affordability impacts of the program. On April 14th, CARB posted additional changes to the Cap & Invest regulations to address affordability concerns. This proposal increases from \$8 billion to \$10 billion the amount of auction revenue allocated to the California Climate Credit program which provides a credit for utility bills. The proposal would also double the allocation of auction revenue to the manufacturing decarbonization fund, which includes supporting refiners who make upgrades that reduce emissions at their facilities.

This is a zero-sum game, and increasing the diversion of auction revenues to these programs reduces the amount of auction revenues available to the expenditure plan in SB 840. The most at risk are the Tier 3 programs because they will be the first ones cut. This includes funding for Low Carbon Transit Operations Program (LCTOP), Transit and Intercity Rail Capital Program (TIRCP), and Affordable Housing & Sustainable Communities programs. Without these funds, many student bus pass programs would be terminated, and transit operators would not be able to meet the zero emission bus purchase requirements mandated by CARB’s Innovative Clean Transit rule. There has been strong and organized push back on this proposal.

While all groups support the need to examine affordability, allocating additional revenue to the oil industry at the expense of programs critical to transitioning to zero emission vehicles is widely opposed. This past week a letter signed by 28 Senate and Assembly members expressing concerns with this program was sent to CARB Chair Lauren Sanchez, and the chairs of the Senate Budget Subcommittee 2, Senator Reyes, and the Senate Committee on Environmental Quality, Senator Blakespear, sent a letter requesting Chair Sanchez to appear before a joint hearing to review this proposal. In addition, the California Transit Association has spearheaded an effort to submit

comments expressing concerns signed by 60 organizations and a separate letter signed by 40 transit agencies.

The CARB board is currently scheduled to vote on this proposal at its May 28 & 29 meeting. However, given the uproar with these changes, there are rumors that the Board will push this back to a later date. The deadline for submitting comments was extended to May 4th; however, CARB will always accept comments after the deadline, but they may not be addressed by staff.

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May 11, 2026

Attachment 3
TAC Item 9.4
May 7, 2026

TABLE 1: BOARD ACTION ITEMS

	Subject	Status	Recommended Position
<p>AB 1821 (Pacheco D) California Public Records Act: agency response time.</p>	<p>AB 1821 converts the California Public Records Act's (CPRA) requirement to confirm that disclosable records are in the possession of the public agency must be done within 10 and 14 business days rather than currently required within calendar days.</p> <p>AB 1821 specifies that response times to a request should be tied to business days rather than calendar days. This small change ensures that agencies' timelines actually align with the hours they work. As a result, agencies may continue to respond to requests in a timely manner without being held to timelines that fall outside of standard business or processing hours.</p>	Assembly Floor	Support
<p>AB 2015 (Wicks D) Department of Transportation: third-party navigation applications: study and report.</p>	<p>AB 2015 would require Caltrans in consultation with CalSTA and local authorities, to conduct a comprehensive study and make recommendations on the impact of third-party navigation applications on the state highway system and local street and road networks by January 1, 2028.</p> <p>While the use of navigation apps has reduced travel times, the use of these apps has resulted in routing travelers down neighborhood streets. AB 2015 intends to examine the impact this re-routing has on traffic and pedestrian/bicycle safety.</p>	Assembly Appropriations	Watch
<p>AB 2051 (Wicks D) Public resources: Coastal Resilience</p>	<p>AB 2051 requires the Secretary of the California Natural Resources Agency (CNRA), in consultation with the Secretary for Environmental Protection (CalEPA), to convene a Coastal Resilience Permitting</p>	Assembly Appropriations	Watch

	Subject	Status	Recommended Position
Permitting Working Group.	<p>Working Group (Working Group) for the purpose of developing a Coastal Resilience Permitting Roadmap (Roadmap) to accelerate coastal resilience projects.</p> <p>The intent of this bill is to create a more consistent, cross-agency approach to coordination and streamlining for a broader set of climate adaptation and resilience projects and builds on existing permit streamlining efforts by addressing clear gaps in their scope rather than duplicating work.</p>		
<p>SB 1087 (Cabaldon D) Transportation planning: sustainable communities strategies: transportation funding programs.</p>	<p>SB 1087 makes numerous changes to existing Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) guidelines and requirements including, how greenhouse gas emissions (GHG) reduction targets are set, the timeline for updating the plans, and how GHG reduction strategies are evaluated. Extends GHG reduction targets to 2045.</p> <p><i>NVTA is taking a Support If Amended position to ensure projects in the Regional Transportation Plan that commence before 2045, but are currently scheduled for after 2035 remain eligible for funding.</i></p> <p>While additional changes are being considered, SB 1087 makes the following changes.</p> <ul style="list-style-type: none"> • Shift the SCS planning cycle from every four years to every eight years. • Shifts oversight of the SCS plans from CARB to the CTC. • Exempts the development of the SCS, Regional Transportation Plan, or an alternative SCS from CEQA if specified public outreach measures are met. • Requires projects receiving either Trade Corridor Enhancement Program funds 	Senate Appropriations	<p>Current Position: Watch</p> <p>Recommended Position: Support If Amended</p>

	Subject	Status	Recommended Position
	<p>or Solutions for Congested Corridor Funds must be consistent with the SCS and RTP.</p> <ul style="list-style-type: none"> Requires greater transparency in how CARB develops the GHG reduction targets for a region. 		

TABLE 2: BOARD ADOPTED POSITIONS

	Subject	Status	Position
<p><u>AB 259</u> (Rubio, Blanca D) Open meetings: local agencies: teleconferences.</p>	<p>AB 259 was amended to extend the sunset date to January 1, 2030, rather than repealing the existing January 1, 2026, sunset. This bill would extend the existing authority allowing members of a legislative body to participate remotely if specific conditions are met.</p>	<p>Senate Judiciary Two-Year Bill</p>	<p>Watch</p>
<p><u>AB 954</u> (Bennett D) State transportation improvement program: bicycle highway pilot program.</p>	<p>This bill would require Caltrans to prepare a proposal for the development, including the selection of sites for a pilot program establishing branded networks of bicycle highways that are numbered and signed within 2 of California’s major metropolitan areas. The bill would require the department, on or before January 1, 2030, to include the proposal in the draft ITIP and would require the department to perform all other actions necessary for the pilot program to be programmed in the STIP.</p>	<p>Senate Floor Inactive File</p>	<p>Watch</p>
<p><u>AB 1837</u> (González, Mark D) Video imaging of parking violations.</p>	<p>Existing law authorizes transit operators, until January 1, 2027, to use forward facing video cameras to issue tickets based on video images for illegally parking in bus only lanes and at bus stops.</p> <p>The California Transit Association is sponsoring AB 1837 to repeal the sunset date on this authority. However, the Assembly Privacy Committee was not comfortable with repealing the sunset date and the bill was amended to</p>	<p>Assembly Appropriations</p>	<p>SUPPORT</p>

	Subject	Status	Position
	<p>extend the sunset date until December 31, 2034. The committee analysis expressed concerns that the reports submitted did not adequately address privacy issues.</p> <p>The amendments would also prohibit an operator from commencing this program when the sunset date is less than two years away. The reports submitted by operators must also include “precise” data used to draw conclusions in the report.</p> <p>Language was also added increasing privacy protections by prohibiting the use of facial recognition systems and prohibiting access to the data by federal authorities. The video evidence must also blur out non-relevant license plates and pedestrians.</p>		
<p><u>AB 1890</u> <u>(Aguiar-Curry D)</u> County of Napa: farmworker housing: funding.</p>	<p>AB 1890 was placed on the Suspense File due to the costs associated with extending this program.</p> <p>If funds are appropriated in the budget, this bill would increase the amount of funding the Department of Housing and Community Development (HCD) awards to the Napa County Housing Authorities (NCHA) farmworker centers from \$250,000 to \$500,000, annually.</p> <p>AB 1890 builds upon AB 317 (Aguiar-Curry) that was enacted in 2016, which authorized \$200,000 in state General Fund to support the Napa County farmworker centers. The AB 317 funding is set to expire in the 2028-29 fiscal year.</p>	<p>Assembly Appropriations</p> <p>Suspense File</p>	<p>Support</p>
<p><u>AB 1944</u> <u>(Lee D)</u> Zero-emission transit buses: axle weight.</p>	<p>The Assembly approved AB 1944 on a vote of 62-3.</p> <p>Since zero emission bus technology has not advanced as expected, zero emission transit buses continue to exceed the 22,000-pound axle weight limit. AB 1944, also sponsored by CTA, would create a new standard that allows</p>	<p>Senate Rules</p>	<p>SUPPORT</p>

	Subject	Status	Position
	<p>for an axle weight limit for zero emission buses to be up to 25,000 pounds for zero emission buses purchased by specified dates. Specifically, AB 1944 would create the following limits for buses purchased by specified dates, which is similar to prior existing law:</p> <ul style="list-style-type: none"> • Purchases made from January 1, 2027 to December 31, 2027, the limit would be 25,000 pounds. • Purchases made from January 1, 2028 to December 31, 2029, the limit would be 24,000 pounds. • Purchases made from January 1, 2030 to December 31, 2031, the limit would be 23,000 pounds. • Purchases made after January 1, 2031 the limit would be 22,000 pounds. 		
<p>AB 2168 (Wicks D) Active Transportation Program: guidelines</p>	<p>This measure would amend the Active Transportation Program to emphasize the need for ATP projects to increase access to public transit.</p> <p>AB 2168 also directs the CTC in developing the ATP guidelines to incentivize the use of other funding programs in order to leverage ATP awards.</p> <p>In addition, AB 2168 includes language stating the ATP guidelines should include penalties for applicants that received ATP funds but have not used the funds in a timely manner.</p>	Assembly Appropriations	Watch
<p>SB 239 (Arreguín D) Open meetings: teleconferencing: subsidiary body.</p>	<p>Although the provisions in SB 239 were added to SB 707 last year, SB 239 was moved to the Assembly last week. Senator Arreguin plans to use the bill for another purpose.</p> <p>SB 239 proposed to allow certain types of advisory or subsidiary bodies to meet using remote/teleconference participation if specified conditions are met. SB 239 would not apply to a subsidiary body that has subject matter</p>	Assembly Desk	Watch

	Subject	Status	Position
	jurisdiction over police oversight, elections, or budgets.		
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 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 1087 (Cabaldon D) Transportation planning: sustainable communities strategies: transportation funding programs.	SB 1087 makes numerous changes to existing Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) guidelines and requirements including, how greenhouse gas emissions (GHG) reduction targets are set, the timeline for updating the plans, and how GHG reduction strategies are evaluated. Extends GHG reduction targets to 2045. While additional changes are being considered, SB 1087 makes the following changes. <ul style="list-style-type: none"> • Shift the SCS planning cycle from every four years to every eight years. • Shifts oversight of the SCS plans from CARB to the CTC. 	Senate Appropriations	Watch

	Subject	Status	Position
	<ul style="list-style-type: none"> • Exempts the development of the SCS, Regional Transportation Plan, or an alternative SCS from CEQA if specified public outreach measures are met. • Requires projects receiving either Trade Corridor Enhancement Program funds or Solutions for Congested Corridor Funds must be consistent with the SCS and RTP. • Requires greater transparency in how CARB develops the GHG reduction targets for a region. 		