



## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Memo

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**TO:** Board of Directors  
**FROM:** Danielle Schmitz, Executive Director  
**REPORT BY:** Danielle Schmitz, Executive Director  
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**SUBJECT:** Federal and State Legislative Update

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### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board receive the Federal Legislative update, State Legislative Update, and the updated Bill Matrix for April 2026.

### **BACKGROUND**

*AB 1890 (Aguiar-Curry): County of Napa Farmworker Housing Funding:*

NVTA Position: Support

Support for this bill will increase the amount of funding the Department of Housing and Community Development awards Napa County Housing Authorities farmworker centers to \$500,000 annually. This bill is consistent with NVTA's legislative platform of supporting land use and housing policies that benefit Napa County.

*SB 1087 (Cabaldon): Transportation planning: sustainable communities strategies: transportation funding programs.*

NVTA Position: Watch

Since 2008, Senate Bill (SB) 375 (Steinberg) has required each of California's 18 metropolitan planning organizations (MPOs) to develop a strategy to reduce greenhouse gas emissions from passenger vehicles, including planning for adequate housing near jobs and transit.

Senator Cabaldon (D- Napa) is spearheading SB 1087 to move from planning to implementation. MTC-ABAG is co-sponsoring the bill with the other "Big 4" MPO partners:

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Southern California Association of Governments (SCAG), the San Diego Association of Governments (SANDAG), and the Sacramento Area Council of Governments (SACOG).

SB 1087 includes several changes intended to “modernize” the SB 375 requirements regarding the development and implementation of Sustainable Communities Strategies (SCS). This measure is being co-sponsored by MTC in partnership with the other large metropolitan planning organizations.

While additional changes are being considered, as amended on March 25<sup>th</sup>, SB 1087 makes the following changes.

- 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 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.

NVTA is taking a watch position until further negotiations between the big 4 MPOs are finalized about the distribution of Affordable Housing Sustainable Communities (AHSC) funds and SCCP funds in relation to eligibility of Napa County projects. NVTA staff is advocating for Napa projects to be eligible and prioritized for the Senate Bill 1 programs.

#### AB 2168 (Wicks) – Active Transportation Program Guidelines

NVTA Position: Watch

AB 2168 was recently amended to contain a proposal sponsored by the California Bicycle Coalition. Staff has some concerns with the amendments around developing guidelines to incentivize the use of the State Transportation Improvement Program (STIP) funds for large-scale ATP projects and penalties for applicants that receive ATP funds but have not used the funds in a timely manner. Staff have concerns with this stipulation because past Napa County projects needed time extensions and the STIP and ATP programs already have deadlines for timely use of funds – more deadlines and penalizations are unnecessary.

#### Federal Update:

CFM Advocates are actively pursuing federal earmark funding for two Napa County projects—\$2 million for the American Canyon SR-29 corridor improvements and \$1.3 million for Vine Transit bus shelter safety upgrades. Meetings with congressional offices

are ongoing to strengthen support, and decisions on whether these requests advance to the Appropriations Committee are expected soon.

At the national level, transportation advocates are pushing for strong funding of the federal Buses and Bus Facilities grant program, requesting \$2.2 billion annually. This effort has broad bipartisan support, with over 50 members of Congress backing a letter to maintain funding. This is especially important as Congress prepares a long-term transportation reauthorization bill that will set funding levels for the next five years.

A partial Department of Homeland Security shutdown is causing operational disruptions, including airport staffing issues, though negotiations are underway to resolve it. Meanwhile, Congress is considering using budget reconciliation, a process requiring only a simple majority, to advance funding for defense, border security, and election-related policies, though internal political divisions remain.

Finally, a proposed rule from the General Services Administration could have major implications for federal grant recipients. The rule would require all entities to re-register in SAM.gov and agree to new federal compliance certifications under penalty of law. If implemented, this could create new nationwide conditions for accessing federal funding. The proposal is still under review, and organizations are encouraged to submit comments before the deadline.

#### State Update:

February revenues modestly exceeded projections, and year-to-date revenues are ahead by \$7 billion. However, this positive trend is tempered by looming financial pressures, including the need to backfill significant federal funding losses tied to H.R. 1, particularly affecting county health systems. Additionally, economic uncertainty linked to geopolitical tensions could negatively impact future state revenues.

The Governor has reshaped the California Air Resources Board (CARB) board through several appointments and replacements, including removing one nominee late in the confirmation process and appointing new members. These changes may influence future climate and emissions policy decisions, though the exact motivations behind some shifts remain unclear.

Caltrans is forming a California Transit Advisory Committee (CTAC) to provide strategic and technical input on transit planning and implementation, with applications open through April. This effort stems from SB 960 (2024), which requires stronger integration of transit and “complete streets” into state planning. In parallel, Caltrans is creating a new Deputy Director of Transit position and reestablishing its Division of Mass Transportation, signaling a renewed emphasis on improving transit speed, reliability, and connectivity, particularly through priority infrastructure like dedicated bus lanes and signal prioritization.

**ATTACHMENTS**

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



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

### **Latest Washington Activity**

#### **Earmark Funding Progress**

Working with members of the NVTA team, CFM has submitted requests for Congressionally Directed Spending (CDS)/Community Project Funding (CPF) for \$2 million for the American Canyon State Route 29 Corridor Improvements project and \$1.3 million for the Vine Transit Bus Shelter Safety Improvements project. We submitted requests to the office of Mike Thompson and the offices of Senators Alex Padilla and Adam Schiff.

Following our submission of these requests, Kate and Tara scheduled meetings with staff from Senator Schiff and Padilla's offices. During the meeting with Senator Schiff's office, they shared the importance of these projects for communities throughout Napa County, and they will do the same during their meeting with Senator Padilla's office next week. This continued engagement helps keep the projects top of mind for Congressional staff as they review applications and provides time to answer any questions from staff that arise.

We expect to hear whether the CDS/CPF applications are included on the members' requests to the Appropriations Committee in the next few weeks. If NVTA's representatives submit the requests, the Appropriations Committee will then decide whether to include the requests in the final bill.

#### **Relevant Bus Coalition Work**

In addition to opening application portals for earmark funding, members of Congress also accepted programmatic requests, or requests for funding specific accounts or programs. On behalf of the Bus Coalition, CFM submitted almost 150 programmatic requests for full funding, at the level of \$2.2 billion/year for the Buses and Bus Facilities (5339) grant program, the most important competitive capital funding program for bus transit systems nationwide. This is a grant program that NVTA has benefitted from previously and will hopefully continue to benefit from.

The Bus Coalition also issued a call to action for members to reach out to their Congressional delegation about the importance of this funding. We worked with the offices of Representatives Rick Larsen (D-WA) and Darin LaHood (R-IL), co-chairs of the bipartisan Congressional Bus Caucus, to write a letter to the Appropriations Committee about maintaining this funding. The letter currently has over 50 co-signers, indicating broad support for this funding.



Advocating for full funding for the Buses and Bus Facilities Program is particularly important this year. As Congress drafts a transportation reauthorization bill that will set funding levels for the next five years, it is critical to show that \$2.2 billion is a baseline level for bus funding that has broad, bipartisan support.

### **Washington Update: DHS Shutdown Causes Disruption with Uncertain Deal Future, Potential Updates to Award Management System May Have Large Consequences**

#### **Path Emerges to End DHS Shutdown As Disruptions Multiply**

Senators from both parties expressed renewed confidence Monday evening that they are nearing an agreement to end the month-long partial shutdown of DHS. The urgency is heightened by Senate Majority Leader John Thune's (R-SD) warning that the upcoming spring recess could be canceled if a deal is not reached by the week's end.

Operational impacts are becoming increasingly visible. ICE agents have now been deployed to at least 14 airports nationwide to assist with security functions, despite not being formally trained for those roles. TSA staffing shortages—driven in part by unpaid workers staying home—have led to longer wait times, and Border Czar Tom Homan indicated that this presence is likely to expand. In testimony before the House Homeland Security Committee Acting TSA Administrator Ha Nguyen McNeill also said that the shutdown will damage training in preparation for the World Cup this summer.

Following a White House meeting with President Trump, Senate Republicans suggested that a framework is taking shape that would allow thousands of furloughed DHS employees to resume receiving paychecks. The leading proposal would include a several ICE reforms Democrats have negotiated with the administration while separating Immigration and Customs Enforcement (ICE) funding from the broader DHS appropriations bill (H.R. 7147), which previously stalled after controversy surrounding enforcement-related incidents. In turn, Republicans would plan to pursue additional funding for ICE in a broader reconciliation package (see below).

Senate Appropriations Chair Susan Collins (R-ME) noted she is “more optimistic” that DHS will be funded by the end of the week. However, Democrats remain cautious, emphasizing the need to review legislative text before committing to a deal. While there is some agreement that isolating ICE funding may provide a viable path forward, President Trump has publicly suggested that any deal could hinge on Democratic support for the SAVE America Act, an elections measure that has yet to secure bipartisan backing. Senate Minority Leader Chuck Schumer has said that Democrats have sent their latest counteroffer on March 25, but the counteroffer was heavily criticized by Thune, who said that Democrats were “going in circles.”



Adding another dynamic to negotiations, the Senate confirmed Senator Markwayne Mullin (R-OK) as the next Secretary of Homeland Security in a 54–45 vote. While the vote was largely along party lines, two Democrats supported the nomination, and some opponents acknowledged Mullin may serve as a more predictable negotiating partner than his predecessor.

### **Reconciliation Reemerges as Legislative Vehicle**

In a notable shift, Senate leadership is increasingly considering the use of budget reconciliation to advance key elements of the Republican agenda, including additional defense funding in part to support war efforts in Iran, ICE and border security funding, and election-related legislation such as voter ID requirements.

While reconciliation had previously been viewed as unlikely this year, it now presents an attractive option given the Senate's 60-vote threshold for most legislation. Through reconciliation, Republicans could advance certain measures with a simple majority. However, this path is not without challenges, as internal GOP divisions remain, particularly among members wary of the political and procedural implications of another reconciliation effort.

Additionally, any provisions included in a reconciliation bill must comply with the Byrd Rule, meaning they must have a direct impact on federal spending or revenue. This raises significant uncertainty about whether major components of the SAVE Act—or similar policy-driven measures—would survive parliamentary review.

### **GSA Proposal Could Reshape Federal Funding Requirements**

Separately, the end of the public comment period is approaching for a General Services Administration (GSA) proposed rulemaking that would update requirements within SAM.gov, the federal system used for grant eligibility and registration. Under the proposed rule, all entities would be required to re-register and agree to a new set of government-wide certifications. These include compliance attestations related to federal anti-discrimination laws, as well as statements tied to immigration and other policy priorities. Notably, these certifications would be made under penalty of federal law and would apply broadly across federal funding programs.

**It is important to note that proposals of this scope are likely to face significant legal and administrative scrutiny, and the ultimate outcome remains uncertain. The timing for implementation could be several months, if not a year or more.**

Given that SAM registration is a prerequisite for federal funding, these changes could effectively establish new universal conditions for participation in federal programs. We are actively coordinating with national organizations—including the U.S. Conference of Mayors, National League of Cities, and National Association of Counties—which are



developing joint comments in response to the proposal. We will share those comments once they are finalized, and you may consider submitting a similar response.

The rule, which can be found by clicking this [link](#), is currently open for public comment until March 30, 2026. While the decision to engage is entirely up to each organization, submitting comments can be an effective way to help inform the federal process. We would be happy to share additional materials or assist in preparing comments. We will continue to monitor this proposal closely and will keep you updated as the process moves forward.

**Contact Information:**

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Tara Kroft – 971.420.4184 (mobile)

# PLATINUM | ADVISORS

March 30, 2026

TO: Danielle Schmitz, Executive Director  
Napa Valley Transportation Authority

FR: Steve Wallauch  
Platinum Advisors

**RE: Legislative Update**

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**Fiscal Outlook:** February revenues continue the trend of exceeding the January forecast, but barely. Total revenues beat projections by only \$154 million. While personal income tax receipts fell short of projections by \$395 million, this was offset by overages of \$362 million and \$180 million in corporation and sales taxes, respectively. For the fiscal year to date revenues exceed projections by \$7 billion.

The biting reality of these bright revenue numbers will be the need to backfill the impact of H.R. 1. The loss of federal funds will significantly impact county health systems. The California State Association of Counties (CSAC) is seeking \$6.4 billion over the next two fiscal years to offset this loss. In addition, the current stock market correction in response to the war with Iran will directly impact the state's revenue outlook.

**California Air Resources Board (CARB) Shuffle:** With a major vote on revising the Cap & Invest regulations on the horizon, the Governor has made several new appointments to the California Air Resources Board. The Senate finally confirmed last month two appointees made last year, Sonoma County Supervisor Lynda Hopkins and Riverside Mayor Patricia Lock Dawson.

However, the Governor rescinded the appointment of San Luis Obispo County Supervisor Dawn Ortiz-Legg shortly before the confirmation process was completed. Supervisor Ortiz-Legg was replaced by Buellton Mayor David Silva. Mayor Silva is expected to be confirmed next month. The reason behind rescinding the appointment is unclear, but may be related to Supervisor Ortiz-Legg's support for Diablo Canyon Nuclear Power Plant, which is in her district. In addition, Governor Newsom recently appointed Paula Stigler Granados to the board, replacing San Diego Mayor Todd Gloria. When Mayor Gloria was appointed last year, he only committed to serving for one year.

**Transit Advisory:** Caltrans is creating the California Transit Advisory Committee (CTAC) and is currently requesting applications. The CTAC will consist of 20 members that will be selected for 2-year appointments. The CTAC would meet on a quarterly basis. The deadline to apply is April 30<sup>th</sup>.

The purpose of this committee is to provide Caltrans with strategic input and technical guidance on Caltrans' transit efforts. The applications are not limited to representatives from public transit operators, but may also include those with experience in planning, designing, maintaining, evaluating, and delivering public transit programs and facilities for transit users, and first and last-mile travelers.

The creation of this committee was instigated by SB 960 (Wiener) enacted in 2024, which requires Caltrans to incorporate complete street elements into its planning documents. SB 960 also requires Caltrans to develop a transit policy, transit performance measures for the state highway system, and identify specific responsibilities for district offices in supporting the reliable, predictable, and fast movement of transit vehicles on the state highway system.

In addition to the CTAC, Caltrans Director Dina El-Tawansy has created a new position within Caltrans. Applications are currently being accepted for the first Deputy Director of Transit & Mass Transportation. The creation of this position also includes restoring the Division of Mass Transportation. The goal is to create a team focused on providing faster, more reliable, and connected transit service statewide. These actions are outlined in a new report, [The Director's Policy on Transit](#). This report outlines Caltrans' vision of delivering transit priority projects on state highways and enhancing its role in developing transit statewide. It focuses on transit priority facilities such as dedicated bus lanes, signal priority, and other infrastructure to make road-based transit service faster and more reliable on the State Highway System.

# PLATINUM | ADVISORS

March 30, 2026

ATTACHMENT 3  
 NVTA Board Item 9.7  
 April 15, 2026

**TABLE 1: BOARD ACTION ITEMS**

	Subject	Status	Recommended Position
<p><b>AB 1890</b>  <b>(Aguiar-Curry D)</b>            County of Napa:            farmworker            housing: funding.</p>	<p>AB 1890 was unanimously approved by the Assembly Committee on Housing &amp; Community Development.</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            Approps</p>	<p>Support</p>
<p><b>AB 2168</b>  <b>(Wicks D)</b>            Active            Transportation            Program:            guidelines</p>	<p>AB 2168 was recently amended to contain a proposal being sponsored by the California Bicycle Coalition (CalBike). This measure would amend the Active Transportation Program (ATP) to emphasize the need for ATP projects to increase access to public transit.</p> <p>AB 2168 also directs the California Transportation Commission (CTC) in developing the ATP guidelines to incentivize the use of state transportation improvement program funds for large scale ATP projects, particularly projects that advance safe routes to schools and public transit.</p>	<p>Assembly            Transp</p>	<p>Watch</p>

	Subject	Status	Recommended Position
<b><u>AB 2168</u></b> <i>(continued)</i>	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.		
<b><u>SB 1087</u></b> <b>(Cabaldon D)</b> Transportation planning: sustainable communities strategies: transportation funding programs.	<p>SB 1087 was amended to include several changes intended to “modernize” the SB 375 requirements regarding the development and implementation of Sustainable Communities Strategies (SCS). This measure is being co-sponsored by Metropolitan Transportation Commission (MTC) in partnership with the other large metropolitan planning organizations.</p> <p>While additional changes are being considered, as amended on March 25<sup>th</sup>, SB 1087 makes the following changes.</p> <ul style="list-style-type: none"> <li>• Shift the SCS planning cycle from every four years to every eight years.</li> <li>• Shifts oversight of the SCS plans from California Air Resources Board (CARB) to the CTC.</li> <li>• Exempts the development of the SCS, Regional Transportation Plan (RTP), or an alternative SCS from CEQA if specified public outreach measures are met.</li> <li>• Requires projects receiving either Trade Corridor Enhancement Program funds or Solutions for Congested Corridor Funds must be consistent with the SCS and RTP.</li> <li>• Requires greater transparency in how CARB develops the greenhouse gas (GHG) reduction targets for a region.</li> </ul>	Senate E.Q.	Watch

**TABLE 2: BOARD ADOPTED POSITIONS**

	<b>Subject</b>	<b>Status</b>	<b>Position</b>
<p><b><u>AB 259</u></b>  <b>(Rubio, Blanca D)</b>                      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><b><u>AB 954</u></b>  <b>(Bennett D)</b>                      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 State Interregional Transportation Improvement Program (ITIP) and would require the department to perform all other actions necessary for the pilot program to be programmed in the State Transportation Improvement Program (STIP).</p>	<p>Senate Floor  Inactive File</p>	<p>Watch</p>
<p><b><u>AB 1837</u></b>  <b>(González, Mark D)</b>                      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. At the Assembly Transportation hearing members did ask if any tickets using this technology were sent to the wrong vehicle owner. This is based on reports that some Automated License Plate Recognition (ALPR) systems have erroneously sent citations. Even with these questions AB 1837 was approved on a vote of 14-1.</p>	<p>Assembly Privacy</p>	<p>SUPPORT</p>

	<b>Subject</b>	<b>Status</b>	<b>Position</b>
<p><b><u>AB 1944</u></b>  <b>(Lee D)</b>  Zero-emission transit buses: axle weight.</p>	<p>Assembly Transportation Committee approved AB 1944 on a vote of 15-1.</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 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"> <li>• Purchases made from January 1, 2027 to December 31, 2027, the limit would be 25,000 pounds.</li> <li>• Purchases made from January 1, 2028 to December 31, 2029, the limit would be 24,000 pounds.</li> <li>• Purchases made from January 1, 2030 to December 31, 2031, the limit would be 23,000 pounds.</li> <li>• Purchases made after January 1, 2031 the limit would be 22,000 pounds.</li> </ul>	<p>Assembly  Approps</p>	<p>SUPPORT</p>
<p><b><u>SB 239</u></b>  <b>(Arrequín D)</b>  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 Arrequin 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 jurisdiction over police oversight, elections, or budgets.</p>	<p>Assembly Desk</p>	<p>Watch</p>

	<b>Subject</b>	<b>Status</b>	<b>Position</b>
<p><b><u>SB 445</u></b>  <b>(Wiener D)</b>  Sustainable Transportation Project Permits and Cooperative Agreements.</p>	<p>SB 445 was gutted and amended to apply only to the California High Speed Rail Authority (CHSRA).</p> <p>Similar to prior versions of the bill, SB 445 would authorize the CHSRA to develop and adopt regulations governing third-party permits and approvals that are necessary to deliver the project.</p>	<p>Assembly Approps</p> <p>Held on Suspense</p>	<p>Watch</p>
<p><b><u>SB 569</u></b>  <b>(Blakespear D)</b>  Department of Transportation: homeless encampments.</p>	<p>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.</p>	<p>Assembly Transp.</p> <p>Two-Year Bill</p>	<p>Support</p>