



March 5, 2026
NVTA Technical Advisory Committee (TAC)
Meeting Handout

1. Item 6.1 County Transportation Agency Update - NOFO
2. Item 6.2 Project Monitoring Spreadsheets
3. Item 6.4 Caltrans Report
4. Item 9.2 Legislative Update
5. Item 9.3 Draft March 18th NVTA-TA and NVTA Board Meeting Agendas

BACTA Executive Directors Roundtable Friday, 2/27/2026

Federal Grant Funding Opportunities*

- **Bridge Investment Program**** – [NOFO](#) (currently under FHWA review)
 - Planning Applications
 - Bridge Project (no greater than \$100 million)
- **Accelerated Innovation Deployment (AID) Demonstration Program** – [NOFO](#)
 - The FY 26 application cycle opens 2/24/2026, with a notice of intent deadline of 4/14/2026, and a closing deadline of 5/26/2026
- **FY 24-26 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program** – [NOFO paused until further notice](#)
- ~~**Better Utilizing Investments to Leverage Development (BUILD)**~~ – [NOFO](#)
 - ~~Closing date 2/24/26~~
- **Port Infrastructure Development Program** – [NOFO](#)
 - Closing date 2/28/26

State Grant Funding Opportunities

- **Senate Bill 1:**
 - 2026 SB 1 SCCP/TCEP/LPP Programs
 - Virtual Office Hours between February and May 2026. Register [here](#).
 - Workforce Development Workshop on 3/26/26 at 2pm. Register [here](#).
 - SCCP & TCEP Caltrans nomination schedule
 - Program Fit/Draft CAPTI Scorecards release 3/4/26, followed by 1:1 scorecard discussion with HQ and project teams in March 2026
 - Additional CAPTI metrics info due: 3/30/26 to District 4 (due to HQ by 4/3)
 - Conditional yes intake forms release: 5/1/26
 - Due: 6/1/26 to District 4 (due to HQ by 6/5)
 - Caltrans final project selection announcements: 7/22/26
 - Active Transportation Program (ATP)
 - ATP Guidelines release: ~ March 2026
- **Energize Megawatt Charging System**– [Application Portal](#)
 - Closing date 2/26/2026
- **California Ocean Protection Council SB 1 Grant Program** – [Info](#)
 - Track 1: proposal deadlines 3/20/26, 6/26/26, 9/11/26
 - Track 2: selected applicants invited to submit full proposal 3/20/26; full proposal due 6/5/26
 - Tribal Cultural Resources Funding Program: Full proposal due 4/16/26
- **Implementation of Medium- and Heavy Duty Zero-Emission Vehicle Infrastructure Blueprints 2.0**– [Info](#)
 - Closing date 3/20/2026
- **Clean Truck and Bus Voucher Incentive Project (HVIP)** - [Info](#)
 - Open 9/9/2025
- **Depot Charging and Hydrogen Refueling Infrastructure for Medium- and Heavy-Duty On-Road Zero-Emission Vehicles** – [Info](#)
 - Closing date 3/20/26
- **Transit and Intercity Rail Capital Program (TIRCP) Cycle 8 2026** - [Info](#)
 - Closing date 5/14/26

Upcoming Grant Opportunities*

- FY 26 Wildlife Crossings Pilot Program – NOFO paused until further notice
- [All Stations Accessibility Program](#) – TBD
- [Reduction of Truck Emissions at Port Facilities](#) – TBD
- [EPA Clean Ports Program](#) – TBD
- [Ferry Programs: Electric or Low Emitting Ferry; Ferry Service for Rural Communities; Passenger Ferry Boat Program](#) – TBD
- [Consolidated Rail Infrastructure and Safety Improvements](#) – TBD
- [Natural Gas Distribution Infrastructure Safety and Modernization Grants](#) – TBD
- [Pilot Program for Transit Oriented Development](#) – TBD
- [Congestion Relief Program](#) – TBD
- [Strengthening Mobility & Revolutionizing Transportation \(SMART\)](#) – TBD
- [Charging & Fueling Infrastructure Grants \(Community & Corridor charging\) & NEVI 10% set-aside](#) – NOFO Fall 2025
- [Corridor Identification and Development Solicitation](#) – NOFO November 2025

*Federal NOFOs may be paused or removed on short notice

**Caltrans is checking with Federal partners on programs that had established future FY application periods in NOFOs posted under the Biden Administration.

USDOT

- Most up-to-date NOFOs can be found here:
 - [Grants.gov](https://www.grants.gov)

Caltrans Office of the Federal Liaison

- Stay informed of upcoming federal NOFOs by subscribing to the Caltrans Federal Affairs Update (formerly IJA Bi-Weekly Newsletter) for upcoming information:
 - [Sign up to Stay in Touch! \(constantcontactpages.com\)](https://constantcontactpages.com)

District 4 Resources

- [Letters of Support and Grant Info](#)

Jurisdiction / Project Location	TIP ID #	Zone	Project Description	Fund	Phase	Programmed Year	Amount	Amount Obligated	RFA Date	Most Recent Invoice	Project Updates/Status
City of American Canyon											
Green Island Road	NAP170006		Construct 4,200 foot Class I multi use trail on Green Island Road to improve bike and pedestrian access in American Canyon.	CMAQ/OBAG	CON	FFY 2024-25	\$1,000,000	\$1,000,000	7/29/2025	2/3/2026	As of 2/25/26, invoice fully processed. Project removed from Caltrans inactive list.
HSIP-Cycle 11 - Guardrail Upgrades	VAR170002		Upgrade/replace existing guardrail systems on American Canyon Road approx. 400 feet east of Via Firenze.	CMAQ/OBAG	CON	FFY 2025-26	\$252,000	\$252,000	1/20/2026	2/2/2026	Construction start set for end of February, but likely delayed due to weather.
Melvin Road Pavement Rehabilitation	NAP250205		Reconstruct approx. 3,225 feet of Poco Way, Melvin, and James roads with recycled paving, curb ramp upgrades, and bike lane striping.	CMAQ/OBAG	CON	FFY 2025-26	\$1,333,000	\$1,333,000	TBD	TBD	RFA Submittal Deadline: 6/12/26 RFA/Obligation Date: 9/30/26
Total							\$1,252,000	\$1,252,000			
City of Calistoga											
(No projects tracked/scheduled to obligate.)											
City of Napa											
Silverado Trail Five-Way Intersection Improvements	NAP170009		Construct two roundabouts at Silverado Trail and Third Street to improve safety, reduce congestion, and add ADA bicycle and pedestrian facilities.	STIP CMAQ/OBAG	ROW ROW	FY 2026-27 FFY 2026-27	\$1,153,000 \$2,000,000	TBD TBD	TBD TBD	N/A N/A	The \$1.1M in STIP and \$2M in OBAG funds were successfully reprogrammed for FFY26-27 for ROW. Request Obligation after 10/1/2026
Total							\$3,153,000	\$0			
County of Napa											
Chiles Creek Bridge Replacement	NAP110032		Replace the structurally deficient bridge over Chiles Creek on Chiles Pope Valley Road between Sage Canyon Road and Lower Chiles Valley Road.	HBP	CON	FFY 2023-24	\$8,795,393	7,724,880	4/27/2024	11/27/2025	Construction is completed. Need funding to close out project.
Dry Creek Bridge Road Replacement	VAR170002		Replace the structurally deficient Dry Creek Road bridge over Dry Creek between Wall Road and Mt. Veeder Road.	HBP	CON	FFY 2023-24	\$5,860,740	\$5,860,740	7/24/2024	10/13/2025	Construction is 75% as of February 2026
Garnett Bridge - Greenwood Ave	NAP150002		Replace the earthquake damaged, structurally deficient Greenwood Avenue bridge between Myrtdedale Road and SR 29.	HBP	PE		\$650,000	\$650,000	6/3/2016	11/5/2025	Consultants are currently preparing the FNAE
HSIP Cycle 11 - Napa County Guardrail Upgrades	VAR170002		Upgrade 1.1 miles of guardrails and end treatments on Silverado Trail, Petrified Forest, Deer Park, Howell Mountain, and Tubbs Lane.	HSIP	PE / CON	FY 2025-26 (PE) FY 2026-27 (CON)	\$1,000,000	\$1,000,000	8/8/2023 (PE Phase)	1/29/2026	Time extension request submitted and approved. Estimated RFA Date for CON Phase is 6/30/27.
HSIP Cycle 11 - Silverado Trail Intersection Improvements	VAR170002		Intersections improvements at Silverado Trail and Oak Knoll Avenue, Zinfandel Lane, and the Strawberry Patch.	HSIP	PE / CON	FY 2025-26 (PE) FY 2026-27 (CON)	\$996,000	\$996,000	10/16/2023	7/17/2025	Next Invoice Submittal TBD. Project scope change approved; additional funds requested. Waiting on Finance Letter from Caltrans.
HSIP Cycle 12 - Napa County Guardrail Upgrades	VAR170002		23 sections of guardrail upgrades on various sections throughout Napa County	HSIP	PE / CON	FY 2026-27 (PE) FY 2028-29 (CON)	\$999,000	\$999,000	11/6/2025	2/13/2026	

Jurisdiction / Project Location	TIP ID #	Zone	Project Description	Fund	Phase	Programmed Year	Amount	Amount Obligated	RFA Date	Most Recent Invoice	Project Updates/Status
County of Napa											
Vine Trail: St. Helena - Yountville	VAR170002		Design and build 10 mile Class I multi-use parallel to Highway 29 from Yountville to St Helena, closing Vine Trail gap.	EARMARK STIP	PE CON	FY 2023-24 FY 2028-29	\$4,000,000 \$2,000,000	\$3,400,000 TBD	8/6/2024 TBD	12/22/2025	\$2M in STIP funds scheduled to be reprogrammed for FFY 2028-29 at the March CTC Meeting. Request Obligation after 10/1/2028
Vine Trail: Vista Cameros	VAR170002		Advance 3.1 mile path from SR 29 Butler Bridge to Airport Boulevard, funding design, environmental clearance, and right of way through 65% PS&E.	CMAQ/OBAG	PE	FFY 2025-26	\$750,000	\$750,000	TBD	TBD	Project scope and description were recently updated. Awaiting TIP amendment approval at the March PAC Meeting. High probability RFA is resubmitted before 6/12/26.
Total							\$25,051,133	\$21,380,620			
Napa Valley Transportation Authority											
SR 29 - American Canyon	NAP230202		Improve SR 29 corridor in American Canyon with signals or roundabouts, including roadway realignment and pedestrian, transit, and safety upgrades.	CMAQ/OBAG	ENV	FFY 2023-24	\$3,000,000	\$3,000,000	4/22/2024	2/9/2026	
Total							3,000,000	3,000,000			
City of St. Helena											
Main Street Pedestrian Improvements	NAP170005		Upgrade pedestrian facilities on Main Street from Adams to Pine with new sidewalks, curb ramps, crosswalk, utility, and lighting improvements.	CMAQ/OBAG	CON	FFY 2024-25	\$1,206,000	\$1,206,000	9/8/2025	DUE BY 3/8/26	
Total							\$1,206,000	\$1,206,000			
Town of Yountville											
(No projects tracked/scheduled to obligate.)											

PROJECT INITIATION REPORT

EA 4Y400

Operational Improvement; NAPA 121 PM 7.2 at Hennessy Drive in the City of Napa

Scope: Operational Improvement

EA 2Q510 - Nominated in 2026 SHOPP

Pavement Rehab; NAPA 29 PM 42.1/48.6 in County of Napa

Scope: Pavement rehabilitation and Safety Improvements

EA 0W750

Intersection Improvement; NAPA 29 PM 28.485 at Pope St. in the City of St. Helena

Scope: Intersection Improvement

EA 1X750

Garnett Creek Bridge Replacement; NAPA 29 PM 39.08 in the City of Calistoga

Scope: Bridge Replacement

EA 1X760 - Nominated in 2026 SHOPP

Garnett Creek Branch Bridge Replacement; NAPA 29 PM 38.96 near the City of Calistoga

Scope: Bridge Replacement

Target Delivery Year: FY 2032/2033

ENVIRONMENTAL

EA 2W880

Pavement Preservation; NAP 128 PM 4.56/19.10 in County of Napa from R29 to Knoxville Road

Scope: Pavement Preservation

Cost Estimate: \$13.8 M Construction Capital

Schedule: PAED: 10/2026 PS&E: 01/2028 RWC: 4/2028 RTL: 5/2028

EA 4W370

Bridge Scour Mitigation; NAPA 29 PM 6.99 in County of Napa at the Napa River BOH (aka George Butler Bridge)

Scope: Scour Mitigation and Seismic Retrofit.

Cost Estimate: \$14.6 M Construction Capital

Schedule: PAED: 10/2027 PS&E: 4/2029 RWC: 5/2029 RTL: 7/2029

EA 4Q010

NAPA 29 PM 0.6/R2.5 in City of American Canyon

Scope: Multi-Modal Corridor Improvements

Between Napa Junction Rd and American Canyon Rd

Cost Estimate: \$ 53.1 M Construction Capital

Schedule: PSR/PDS: 2/6/2023 **PAED: 12/2026** PS&E: 12/2027 RWC: 6/2028 RTL: 6/2028

A PAED coop agreement is executed on 2/29/2024

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

EA 0J890

5-Way Intersection; NAPA 121-PM 7.3 in City of Napa

Scope: Intersection Improvement

At the intersection of Rt 121, Third St, East Ave and Coombsville

Cost Estimate: \$34.95 M Construction Capital (\$3.90 M SHOPP Contribution)

Schedule: **DED:** 08/28/2025 **PAED:** 5/2026 **PS&E:** 4/2028 **RWC:** 4/202 **RTL:** 4/2028

A coop agreement is executed on 8/28/2023

EA 0X110

Napa Valley Vine Trail Gap Closure; NAPA 29 PM 19.00/29.25 in County of Napa

Scope: Construct Class I & Class III Bicycle Facilities

From California Drive in the Town of Yountville to Pratt Ave

Cost Estimate: \$25.3 M Construction Capital

Schedule: **DED:** 09/2026 **PAED:** 12/2026 **PS&E:** 2/202 **RWC:** 9/2027 **RTL:** 11/2027

DESIGN

EA 2W370

Major Damage; NAPA 29 PM 42.57 in County of Napa

Scope: Replace failed netting with new netting, remove debris, and install additional erosion control.

Cost Estimate: \$1.8 M Construction Capital

Schedule: **PAED:** 4/28/2025 **PS&E:** 3/2026 **RWC:** 3/2026 **RTL:** 3/2026

EA 4AA30

Storm Damage; NAPA 128 PM 12.5 in County of Napa

Scope: Storm Damage Restoration – Install Soil Nail Wall

Cost Estimate: \$5.3 M Construction Capital

Schedule: **PAED:** 12/18/2024 **PS&E:** 08/2026 **RWC:** 9/2026 **RTL:** 10/2026

EA 0Q800

Major Damage; NAPA 121 PM 6.9/12.1 in County of Napa

Scope: Permanent Restoration; Inject grout at sinkhole and install drainage

Cost Estimate: 1 M Construction Capital

Schedule: **PA&ED:** 10/2024 **PS&E:** 03/2026 **RWC:** 03/2026 **RTL:** 03/2026

EA 0Q82A

Mitigation & Bio Monitoring for Storm Damage; NAPA 29 PM 11.6/13.0 in County of Napa

Scope: Environmental mitigation at Multiple Locations

Cost Estimate: 253K Construction Capital

Schedule: **PS&E:** 3/2026 **RWC:** 3/2026 **RTL:** 5/2026

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EA 0Q79A

Mitigation & Bio Monitoring for Storm Damage; NAPA 121 PM 13.37/20.73 (5 locations) in County of Napa

Scope: Construct RSP at five slip-out locations.

Cost Estimate: \$600 K Construction Capital

Schedule: PS&E: 4/2027 RWC: 6/2027 RTL: 6/2027

EA 4AC80

Pavement Rehab; NAPA 29 PM 0.0/7.0 in American Canyon & County of Napa

Scope: Pavement rehabilitation

Cost Estimate: \$18.91 M Construction Capital

Schedule: PAED: 6/28/2024 PS&E: 9/2026 RWC:10/2026 RTL: 11/2026

EA 4J820

Tuluca Creek Bridge Replacement; NAPA 121 PM 5.9 in City of Napa

Scope: Bridge Replacement

Cost Estimate: \$15.6M Construction Capital

Schedule: DED: 06/30/2022 PAED: 03/27/2023 PS&E: 05/2027 RWC: 07/2027 RTL: 08/2027

EA 1Q620

Pavement Rehab; NAPA 121 PM 4.47/10.7 in City of Napa

Scope: Pavement repair.

Cost Estimate: \$39.6 M Construction Capital

Schedule: PAED: 06/30/2022 PS&E: 06/2027 RWC: 08/2027 RTL: 08/2027

EA 2J88U

No-Name Creek Bridge: NAPA 29-PM 42.83 in County of Napa

Scope: Sub-structure rehabilitation and scour mitigation at one bridge

Cost Estimate: \$2.20M Construction Capital

Schedule: PAED: 2/1/2019 PS&E: 10/09/2025 RWC: 10//09/2025 RTL: 10/13/2025 AWD: 11/2026 AC: 12/2026

EA 4J830

Hopper Slough Creek; NAPA 128 PM 5.1 in County of Napa

Scope: Bridge Replacement

Cost Estimate: 12.2 M Construction Capital

Schedule: DED: 03/18/2022 PAED: 06/29/2022 PS&E: 05/2027 RWC: 07/2027 RTL: 08/2027

EA 2W430

Napa Forward Intersection Improvements; NAPA 29 PM 22.72 in County of Napa

Scope: Operational and Safety Improvements at the intersection of Oakville Cross Rd and Rutherford Rd

Cost Estimate: \$8.5 M Construction Capital

Schedule: DED: 01/31/2024 PAED: 05/16/2025 PS&E: 06/2026 RWC: 07/2026 RTL: 07/2026

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AWD (Award Contract)

EA 4W940

Devlin/ Soscol Ferry Roundabout; NAPA 221-PM 0.00 in County of Napa

Scope: Construct Roundabout (DEER – Oversight by Napa County)

Cost Estimate: \$4.057M Construction Capital

Schedule: PS&E: 07/16/2025 **RWC: N/A** **RTL: Pending Napa County Submission of Encroachment Permit**

CONSTRUCTION

EA 0K63A

Plant Establishment and Environmental Mitigation; NAPA 29 PM 1.7/PM 5.1 in County of Napa

Scope: Plant establishment and environmental mitigation and monitoring work for bridge rail upgrade EA 0K630

In and near Yountville, at Dry Creek Bridge, Perfume Creek Bridge and California Drive UC.

Cost Estimate: \$0.31 M Construction Capital

Schedule: PS&E: 03/18/2025 **RWC: 04/02/2025** **RTL: 04/21/2025** **AC: 02/27/2026** **CCA: 6/2028**

EA 4AC90

Safety; Various Locations in County of Napa

Scope: Install/ Upgrade Horizontal Alignment Warning Signs

Cost Estimate: \$4.47 M Construction Capital

Schedule: PAED: 6/21/2024 **PS&E: 6/20/2025** **RWC: 6/20/2025** **RTL: 6/25/2025** **AC: 12/30/2025** **CCA: 12/2026**

EA 0Q790

Storm Damage; NAPA 121 PM 13.37/20.73 (5 locations) in County of Napa

Scope: Construct RSP at five slip-out locations.

Cost Estimate: \$2.4 M Construction Capital

Schedule: PAED: 02/9/2023 **PS&E: 04/16/2025** **RWC: 04/24/2025** **RTL: 05/05/2025** **AC: 11/18/2025** **CCA: 12/2027**

EA 4J411

Mitigation and Bio monitoring; NAPA 29 PM 1.7/PM 5.1 in American Canyon

Scope: Plant establishment and monitoring work for drainage improvement EA 4J410 at Rio Del Mar

Cost Estimate: \$0.60 M Construction Capital

Schedule: PS&E: 02/4/2025 **RWC: 02/11/2025** **RTL: 04/9/2025** **AC: 11/26/2025** **CCA: 12/2025**

EA 2Q610

Pavement Rehab; NAPA 29 PM R7.3/13.5 in County of Napa

Scope: Pavement rehabilitation.

Cost Estimate: \$23.3M Construction Capital

Schedule: PAED: 04/20/2022 **PS&E: 04/23/2024** **RWC: 04/24/2024** **RTL: 05/03/2024** **AC: 11/26/2024** **CCA: 06/2026**

Awarded Contractor: Granite Rock Company

PIR (Project Initiation Report)

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RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

EA 0Q820

Storm Damage; NAPA 29 PM 11.6/13.0 in City of Napa

Scope: Repair Culvert and stabilize the roadway at Lincoln Ave

Cost Estimate: \$24.475M Construction Capital

Schedule: PAED: 09/10/2021 PS&E: 11/2023 RWC: 11/2023 RTL: 12/2023 AC: 10/2024 CCA: 12/2027

EA 0Q830

Storm Damage; NAPA 29 PM 46.1 in County of Napa

Scope: Construct CIDH segmented pile wall at slip out

Cost Estimate: \$1.7M Construction Capital

Schedule: PAED: 06/29/2022 PS&E: 1/11/2024 RWC:1/11/2024 RTL: 1/22/2024 AC: 07/12/2024 CCA:03/2026

EA 3Q760

Rumble Strips; NAPA 29, 121 & 128 Various Locations in County of Napa

Scope: Construct rumble strips at seven locations.

Cost Estimate: \$3.3M Construction Capital

Schedule: PAED: 12/31/2021 RTL: 6/26/2023 AWD: 2/29/2024 AC: 03/27/2024 CCA 12/31/2024 EP: 12/2026

EA 0K630

Bridge Rails; NAPA 29 PM 16.48/19.04 in County of Napa

Scope: Upgrade / Replace Bridge Rails in 3 Bridges

Cost Estimate: \$4.7M Construction Capital

Schedule: PAED:10/22/2020 RWC:12/05/2022 RTL:12/05/2022 AC: 07/14/2023 CCA: 02/02/2026 EP: 04/2027

EA 0Q810

Storm Damage; NAPA 121 PM 16.0/16.1 in County of Napa

Scope: Repair pavement, replace drainage systems and upgrade guardrail.

Cost Estimate: \$1.3M Construction Capital

Schedule: PAED: 02/02/2022 RTL: 06/26/2023 AWD: 12/29/2023 AC: 1/23/2024 CCA:12/2/2024 EP: 03/2026

Awarded Contractor: Argonaut Constructors

EA 4J410

Drainage Improvement; NAPA 29 PM 1.7/5.1 in City of American Canyon

Scope: Rehabilitate Culverts

Cost Estimate: \$3.3M Construction Capital

Schedule: PAED: 2/4/2020 RTL: 10/3/2022 AWD: 3/21/2023 AC: 04/07/2023 CCA: 11/2025 EP: 12/2028

Awarded Contractor: Terracon Constructors Inc.

EA 0Q690

Storm Damage; NAPA 12 PM 2.1/2.6 in County of Napa

Scope: Construct Rock Slope Protection (RSP) to prevent further slope washout and pavement repair

Cost Estimate: \$1.2M Construction Capital

Schedule: PAED:12/1/2020 RTL: 06/24/2022 AWD: 3/21/2023 AC: 03/03/2023 CCA: 10/30/2024 EP: 12/2026

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PSE (Plans, Specifications, and Estimate)

CCA (Construction Contract Acceptance)

AWD (Award Contract)

EA 1G43A

Env. Mitigation at Conn Creek; NAPA 128 PM R7.4 on Silverado Trail in County of Napa

Scope: Environmental mitigation, monitoring and report at Conn Creek

Cost Estimate: \$0.2M Construction Capital

Schedule: PAED: 10/5/2015 PS&E: 6/28/2021 RWC: 08/10/2021 RTL: 08/23/2021 AC: 07/26/2022 CCA: 10/2031

EA 28120

Soscol Junction Improvement; NAPA 29 PM 5.0/7.1 and NAPA 221 PM 0.0/0.7 in County of Napa

Scope: Construct New Interchange at SR 221/29/12

Cost Estimate: \$36.7M Construction Capital

Schedule: PAED: 2/13/2020 PSE: 08/26/2021 RWC: 08/25/2021 RTL: 08/26/21 AC: 05/13/2022 CCA: 11/2026

EA 2Q260

Napa Valley Vine Trail; NAPA 29-PM 33.4/37.9 in County of Napa

Scope: Construct Class 1 Multiuse Path

Cost Estimate: \$13.2M Construction Capital

Schedule: DED: 6/17/2020 PAED: 01/15/2021 PS&E: 12/10/2021 RWC: 12/10/2021 RTL: 12/10/2021

AWD: 5/20/2022 (Ghilotti Construction Company) AC: 06/15/2022 **CCA: 02/27/2026**

EA 3G64A

Env. Mitigation & Plant Establishment at Napa River Bridge; NAPA 29 PM 37.0 in City of Calistoga

Scope: Environmental mitigation at Napa River Bridge

Cost Estimate: \$0.5M Construction Capital

Schedule: PAED: 2/9/2015 RTL: 5/29/2019 AWD: 3/26/2020 (Hanford Applied) AC: 05/28/2020 CCA: 12/2028

EA 4G210

Widen Roadway at Huichica Creek; NAPA 121-PM 0.75 in County of Napa

Scope: Remove existing triple box culverts and replace with a new single span bridge

Cost Estimate: \$8.7M Construction Capital

Schedule: PAED: 4/9/2018 RTL: 12/8/2020 AWD: 5/19/2021 (Gordon Ball Inc) CCA: 04/30/2024 EP: 09/2026

EA 4G21A

Env. Mitigation at Huichica Creek; NAPA 121-PM 0.75 in County of Napa

Scope: Environmental mitigation, monitoring and report at Huichica Creek

Cost Estimate: \$1.0M Construction Capital

Schedule: PAED: 4/9/2018 RTL: 06/9/2023 AWD: 11/28/2023 AC: 12/20/2023 CCA: 06/2033

EA 4G84A

Capell Creek Bridge Env Mitigation; NAPA 128-PM 20.2 in County of Napa

Scope: Environmental Permit Mitigation & Plant Establishment to Bridge Replacement

Cost Estimate: \$0.5M Construction Capital

Schedule: PAED: 6/16/2016 RTL: 05/23/2022 AWD: 11/17/2022 CCA: 11/2031

ACTION ITEMS

PIR (Project Initiation Report)

PAED (Project Approval/ Environmental Document)

RWC (Right of Way Certification)

ADV (Advertise Contract)

PSR (Project Study Report)

RTL (Ready to List)

BO (Bid Open)

DED (Draft Environmental Document)

PSE (Plans, Specifications, and Estimate)

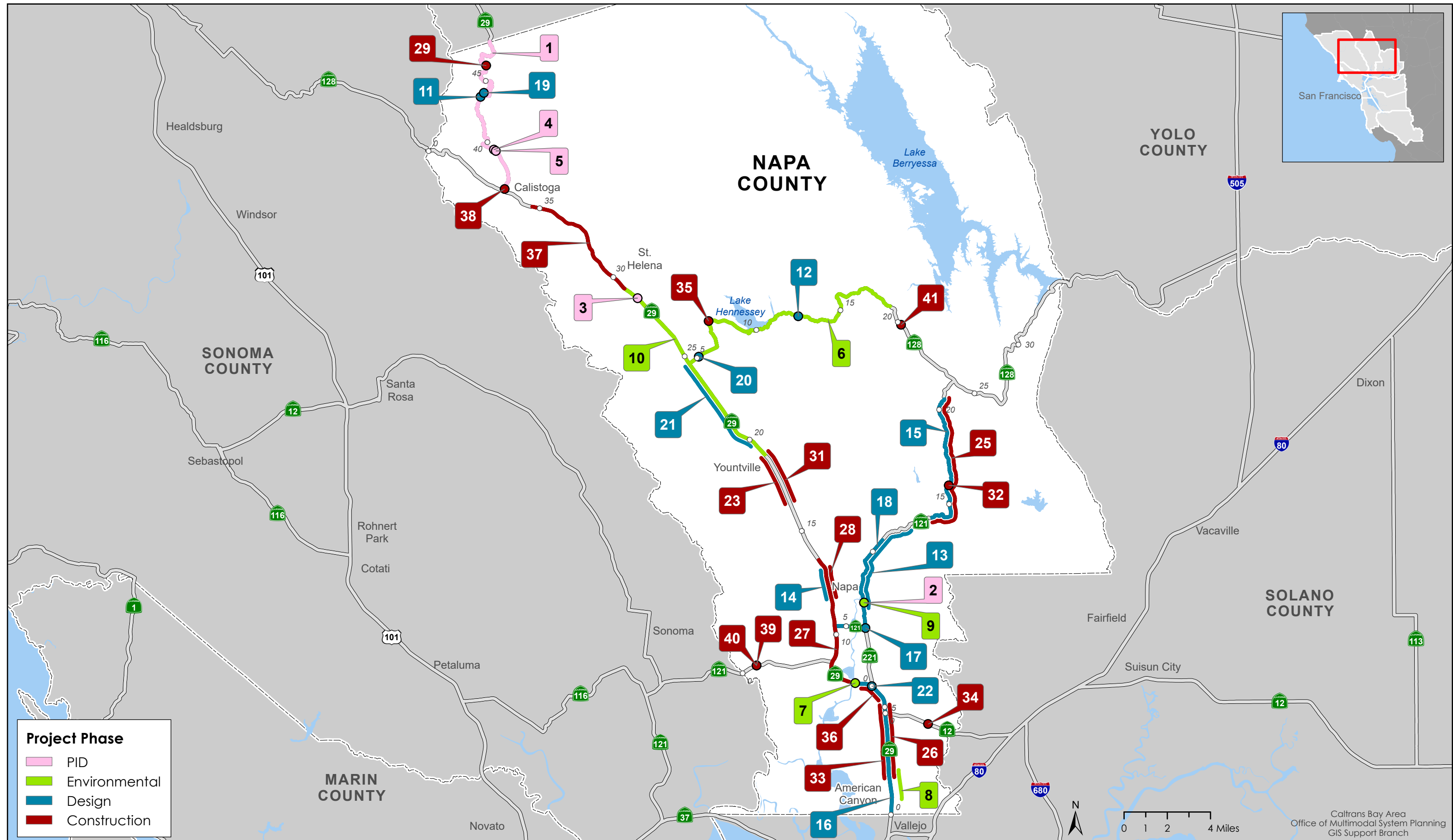
CCA (Construction Contract Acceptance)

AWD (Award Contract)



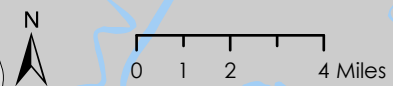
Caltrans District 4 Active Projects in Napa County

March 2026



Project Phase

- PID
- Environmental
- Design
- Construction



Caltrans Bay Area
Office of Multimodal System Planning
GIS Support Branch

This map is for informational purposes only and may not be suitable for legal, engineering, or surveying purposes.

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Caltrans District 4 Active Projects in Napa County - March 2026

MapID	Project Phase	EA	Rte	Postmile	Scope	Construction Capital	PAED	RTL	Construction Begin	Construction End
1	PID	2Q510	29	36.8/48.6	Pavement rehabilitation	TBD	TBD	05/2030	12/2030	05/2031
2	PID	4Y400	121	7.2/7.2	Intersection Improvement	TBD	TBD	TBD	TBD	TBD
3	PID	0W750	29	28.485/28.485	Intersection Improvement	TBD	TBD	TBD	TBD	TBD
4	PID	1X750	29	39.08	Garnett Creek Bridge Replacement	TBD	TBD	TBD	TBD	TBD
5	PID	1X760	29	38.96	Garnett Creek Branch Bridge Replacement	\$18.1M	10/2029	10/2032	04/2033	12/2034
6	Environmental	2W880	128	4.56/19.1	Napa City Pavement Preservation	\$13.8M	10/2026	05/2028	03/2029	11/2038
7	Environmental	4W370	29	6.99/6.99	Bridge Scour Mitigation	\$14.6M	10/2027	07/2029	01/2030	01/2031
8	Environmental	4Q010	29	0.69/R2.054	Multi-Modal Corridor Improvements	\$53.1M	07/2026	06/2028	01/2029	06/2030
9	Environmental	0J890	121	7.20/7.40	Intersection Improvement	\$18.0 M (\$1.0M SHOPP Contribution)	5/1/2026	4/30/2028	12/1/2028	12/2030
10	Environmental	0X110	29	19.00/29.25	Napa Valley Vine Trail gap closure project	\$25.3M	05/2026	11/2027	05/2028	07/2029
11	Design	2W370	29	42.57	Replace failed netting with new netting, remove debris, and install additional erosion control.	\$1.8M	4/28/2025	03/2026	02/2027	05/2028
12	Design	4AA30	128	12.5	Storm Damage Restoration	\$5.3M	12/18/2024	10/2026	05/2027	06/2028
13	Design	0Q800	121	6.9/12.1	Permanent Restoration; Inject grout at sinkhole and install drainage	\$997K	10/15/2024	03/2026	12/2026	12/2027
14	Design	0Q82A	29	11.6/13	Lincoln Ave Mitigation & Bio Monitoring	\$253K	N/A	05/2026	10/2026	09/2030
15	Design	0Q79A	121	13.4/20.7	Env Mitigation for 0Q790	\$600K	N/A	06/2027	12/2027	12/2036
16	Design	4AC80	29	0.0/7.0	Pavement rehabilitation	\$18.9M	6/28/2024	11/2026	06/2027	01/2028
17	Design	4J820	121	5.9	Bridge Replacement	\$15.6M	3/27/2023	08/2028	02/2029	12/2030
18	Design	1Q620	121	4.47/10.7	Pavement repair	\$35M	6/30/2022	08/2027	03/2028	06/2029
19	Design	2J88U	29	42.83	Sub-structure rehabilitation and-One Bridge scour mitigation	\$2.2M	2/1/2019	10/13/2025	12/2026	12/2028
20	Design	4J830	128	5.1	Bridge Replacement	\$12.2M	6/29/2022	08/2027	02/2028	12/2030
21	Design	2W430	29	19.70/24.60	Operational and Safety Improvements	\$8.55M	5/16/2025	07/2026	09/2026	08/2028
22	Design	4W940	221	0	Devlin/ Soscol Ferry Roundabout	\$4.057M	12/17/2021	01/2026	05/2026	10/2027
23	Construction	0K63A	29	16.5/19.00	Plant Establishment and Environmental Mitigation	\$265K	N/A	4/21/2025	10/2025	06/2028
24(Not mapped)	Construction	4AC90	VAR	Var	Install/ Upgrade Horizontal Alignment Warning Signs	\$5.56M	6/21/2024	06/2025	12/2025	04/2028
25	Construction	0Q790	121	13.37/20.73	Construct RSP at five slipout locations.	\$6.4M	2/9/2023	5/5/2025	11/2025	12/2027
26	Construction	4J411	29	1.7/5.1	Sheehy Xrk Plant Mitigation	\$596K	N/A	4/9/2025	11/26/2025	12/2035
27	Construction	2Q610	29	R7.3/13.5	Pavement rehabilitation.	\$23.3M	4/20/2022	5/3/2024	11/27/2024	11/2026
28	Construction	0Q820	29	11.6/13.0	Repair Culvert and stabilize the roadway.	\$24.47M	9/10/2021	12/4/2023	10/1/2024	12/2026
29	Construction	0Q830	29	46.1	Construct CIDH segmented pile wall at slipout	\$1.7M	6/29/2022	1/22/2024	7/12/2024	03/2026
30(Not mapped)	Construction	3Q760	29	Var	Construct rumble strips at seven locations.	\$3.3M	12/31/2021	6/26/2023	3/27/2024	12/31/2024
31	Construction	0K630	29	16.48/19.04	Upgrade / Replace Bridge Rails	\$4.7M	10/22/2020	12/5/2022	7/14/2023	11/2025
32	Construction	0Q810	121	16.0/16.1	Repair pavement, replace drainage systems and upgrade guardrail.	\$1.3M	2/2/2022	6/26/2023	1/23/2024	12/2/2024
33	Construction	4J410	29	1.7/5.1	Rehabilitate Culverts	\$3.3M	2/4/2020	10/3/2022	4/7/2023	11/2025
34	Construction	0Q690	12	2.1/2.6	Construct Rock Slope Protection (RSP) to prevent further slope washout and pavement repair	\$1.2M	12/1/2020	6/24/2022	3/3/2023	10/30/2024
35	Construction	1G43A	128	R7.4	Environmental mitigation, monitoring and report at Conn Creek	\$0.2M	10/5/2015	8/23/2021	7/26/2022	10/2031
36	Construction	28120	29	5.45/R6.7	Construct New Interchange at SR 221/29/12	\$36.7M	2/13/2020	8/26/2021	5/13/2022	11/2026
37	Construction	2Q260	29	29.24/35.34	Construct Class 1 Multiuse Path	13.2M	11/6/2020	12/10/2021	6/15/2022	10/2025
38	Construction	3G64A	29	37.0	Environmental mitigation at Napa River Bridge	\$0.5M	2/9/2015	5/29/2019	5/28/2020	12/2028

Caltrans District 4 Active Projects in Napa County - March 2026

MapID	Project Phase	EA	Rte	Postmile	Scope	Construction Capital	PAED	RTL	Construction Begin	Construction End
39	Construction	4G210	121	0.75	Remove existing triple box culverts and replace with a new single span bridge	\$8.7M	4/9/2018	12/8/2020	6/10/2021	4/30/2024
40	Construction	4G21A	121	0.75	Environmental mitigation, monitoring and report at Huichica Creek	\$1M	4/9/2018	6/9/2023	12/20/2023	6/30/2033
41	Construction	4G84A	128	20.2	Environmental Permit Mitigation & Plant Establishment to Bridge Replacement	\$0.5M	6/16/2016	5/23/2022	12/21/2022	11/17/2031



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



Attachment 1
TAC Item 9.3
March 5, 2026

To: Napa Valley Transportation Authority (NVTA) Board
From: Joel Rubin and Tara Kroft, CFM Advocates
Re: **March 2026 Washington Update**

Latest Washington Activity

Earmark and Grant Funding Progress

Members of Congress, including Senators Padilla and Schiff and Representative Thompson, have begun to open applications for Congressionally Directed Spending (CDS)/Community Project Funding (CPF), also known as earmarks. Joel Rubin, Tara Kroft, and Kate Travis are working with Antonio Onorato and Danielle Schmitz to apply for Congressional funding for the following projects:

- **American Canyon State Route 29 Corridor Improvements \$2 million**

NVTA is requesting federal funds for the American Canyon Improvements Project to improve safety and operations, support transit, and increase multimodal options for pedestrians and cyclists along the SR 29 corridor in American Canyon. State Route (SR) 29 is the region's only continuous north-south route linking Napa to Lake and Solano counties, making it a vital freight corridor, everyday travel spine, and critical evacuation route during wildfires and other emergencies. SR 29 is also the lifeblood of access into and out of Napa County. Vehicle volumes on SR 29 are comparable to other nearby state highways SR 12 and SR 37. However, because the SR 29 corridor functions as the "Main Street" for the City of American Canyon, the thoroughfare experiences significant safety, aesthetic, and operations issues between Napa Junction and American Canyon Road.

SR 29 functions as American Canyon's main street and a vital regional freight, commuter, and transit corridor, but today, it is congested, unsafe, and an unpleasant experience. This project will improve corridor operations and reliability, support goods movement, and deliver a safer, more attractive, and more accessible multimodal roadway for the community. The corridor will be reconfigured with multimodal enhancements: narrowed general purpose lanes, improved transit operations, and enhanced bicycle and pedestrian facilities.

Account: Design and Engineering CDS Transportation – Housing Incentive Program (HIP) (\$2 million)

- **Vine Transit Bus Shelter Safety Improvements \$1.3 million**

NVTA is requesting \$1.3 million for the Vine Transit Bus Shelter Safety Improvements Project which is a comprehensive replacement and upgrade of bus stop infrastructure across the Vine Transit network in Napa County. NVTA seeks funding to replace outdated, minimal, or non-existent shelters with modern, safe,



and accessible bus shelters system-wide — addressing a longstanding gap in rider protection and comfort. With over 340 existing stops in the system, a lump-sum investment would enable a coordinated upgrade effort rather than piecemeal improvements. By ensuring that all shelters meet standardized safety, visibility, and ADA compliance criteria, the project would better protect riders, including seniors, people with disabilities, and children, thereby enhancing public safety and encouraging greater use of fixed-route transit.

Beyond safety, the project stands to deliver positive economic impacts for the region. The construction and installation of new shelters would generate local jobs in manufacturing, construction, and installation trades, supporting contractors and laborers working in Napa County and surrounding communities. Once completed, improved shelter infrastructure could increase ridership by improving the experience of Vine Transit riders. In this way, upgrading bus-stop infrastructure becomes not only a public-safety investment but also a strategic step toward stronger, transit-oriented economic development in Napa Valley.

Account: CDS Transportation Housing and Urban Development (THUD) Transit Infrastructure Projects

In addition to those two NVTA led projects, NVTA is also supporting Napa County's Soscol Ferry Road/Devlin Roundabout project request. The County of Napa is requesting federal funds to complete the funding package to continue the safety impacts from the Soscol Junction Interchange improvements and improve Vine bus operations through the intersection. This project will improve bus operations for NVTA by providing a safer intersection for buses turning onto Devlin Road.

Relevant Bus Coalition Work

Earlier this month, Joel Rubin and Kate Travis hosted Ed Redfern, Executive Director of the Bus Coalition, in DC for another round of meetings with staff from the House Transportation and Infrastructure (T&I) Committee and the Senate Banking Committee. The meetings focused on the importance of maintaining full funding for the Buses and Bus Facilities and Low- and No-Emissions competitive grant program (with bus grants currently funded at \$2.2 billion/year).

During the meetings, we learned that the Transportation & Infrastructure (T&I) Committee was considering returning to the pre-Bipartisan Infrastructure Law funding levels for transit programs, which would cut funding for the competitive grant programs by up to 50%. In response, we have worked with the Bus Coalition to mobilize transit systems across the country to reach out to their Congressional offices and support full funding for the program. We have also increased our advocacy around the FY27 Appropriations process and encouraged House and Senate Appropriators to fund the program at \$2.2 billion this year, which will be an important indicator of Congressional support for the program's funding this year.



Washington Update: Trump Delivers State of the Union Amid Department of Homeland Security (DHS) Shutdown and Tariff Challenges

Key Takeaways from the State of the Union

On February 24, President Trump delivered the longest State of the Union in modern history (1 hour and 48 minutes), during which he touted his record on immigration, foreign policy, and the economy. The President highlighted multiple personal stories during the address, including the family of the National Guardswoman who was killed in Washington, D.C., Erika Kirk, the widow of Charlie Kirk, multiple servicemembers who were injured in the line of duty, the U.S. Men's Hockey Team, and families who he said benefitted from his drug pricing programs and the One Big Beautiful Bill Act passed in 2025.

GOP Members and staffers have called the speech "peak Trump," and offered multiple rounds of thunderous applause during the President's speech. Democrats largely sat stone-faced through the speech. At one point, President Trump highlighted the divisions between the parties when he asked Democrats to stand up if they agreed that "the first duty of the American government is to protect American citizens, not illegal aliens." Democrats refused to stand, while Republicans stood and cheered.

Representatives Ilhan Omar (D-MN) and Rashida Tlaib (D-MI) shouted at the President as he discussed the fraud scandal in the Somali Community. President Trump also said that other states, including California, have "even worse" fraud, and declared that Vice President JD Vance would spearhead "the war on fraud." While he did not offer many details about the new war on fraud, President Trump said that finding the fraud would lead to "a balanced budget overnight."

President Trump largely refrained from attacking the Supreme Court justices in the audience over their recent ruling invalidating his authority to issue tariffs (see more on that below), although he did call the ruling "very unfortunate" and say that he would continue to issue tariffs under other presidential authorities.

During the address, President Trump also discussed the issue of states granting commercial driver's licenses (CDLs) to undocumented immigrants, specifically calling out California for this practice. He told the story of a young girl who was injured in a crash with an 18-wheeler driven by an undocumented immigrant. The President then called on Congress to bar states from granting CDLs to undocumented immigrants. While it remains to be seen whether Congress will take up this legislation as a priority, the President's mention of this issue indicates that this may be a focus moving forward. Transportation Secretary Sean Duffy has previously said that he will withhold \$160 million in funding to California over their CDL practices.

With the President's priorities clearly articulated for the year, attention turns to Congress and the Cabinet to see how, and if, they will execute them.



Congress Funds All Departments Except for the Department of Homeland Security

Last month, after a three-day partial government shutdown, federal operations resumed with the passage of a \$1.2 trillion spending package, which enacted five full-year FY26 appropriations bills. This funding package included (1) Defense, (2) Labor, Health and Human Services, Education, (3) Transportation, Housing and Urban Development, (4) Financial Services and General Government, and (5) State and Foreign Operations. The funding package, which also included a large number of Congressionally Directed Spending/Community Project Funding Requests, also known as "earmarks."

However, one key exception remains the subject of fierce debate: the Department of Homeland Security (DHS). After lawmakers passed a two-week continuing resolution to keep the Department open, Congress failed to reach an agreement on funding for the year. Following the fatal shootings of Renee Nicole Good and Alex Pretti by federal immigration officials in Minneapolis, Congressional Democrats are calling for increased oversight over DHS and limits on funding. The latest Democratic proposal includes limits on masked agents, a ban on random enforcement sweeps, judicial warrant requirements for detentions, and restrictions on Immigration and Customs Enforcement (ICE) activity in sensitive locations such as churches, schools, and hospitals.

White House officials have rejected all Democratic proposals, arguing that it would "cripple core enforcement capabilities." Meanwhile, Democratic aides accused the administration of refusing to engage seriously, noting that several offers have already been made. Despite minor backchannel conversations, the official position from both sides remains unchanged. A White House spokesperson said the two parties remain "far apart," but expressed openness to continued "good-faith talks."

While this shutdown is narrower in scope than last fall's record-setting 43-day lapse, its consequences could still be significant. Key DHS components—including Transportation Security Administration (TSA), Federal Emergency Management Agency (FEMA), the Cybersecurity and Infrastructure Security Agency (CISA), and the U.S. Coast Guard—are all affected, with thousands of personnel required to work without pay, potentially leading to reduced staffing levels and delays in critical services. In contrast, core immigration enforcement operations remain fully funded and uninterrupted, bolstered by advance appropriations included in President Trump's "One Big Beautiful Bill," which allocated \$75 billion for ICE and \$65 billion for Customs and Border Protection. With no clear compromise in sight, a near-term resolution remains unlikely.



Supreme Court Tariff Ruling Creates Uncertainty Around Future Trade Policy

On Friday, February 20, the Supreme Court ruled that the President does not have the authority to impose broad tariffs without explicit Congressional approval under the International Emergency Economic Powers Act (IEEPA). The 6-3 ruling struck down President Trump's emergency tariffs, the biggest Supreme Court rebuke of the President during his second term so far. In response, the President blasted the ruling as "ridiculous, dumb, and very intentionally divisive" and said that the Supreme Court "accidentally and unwittingly gave me, as President of the United States, far more powers and strength."

Immediately following the ruling, President Trump issued an across-the-board 10% tariff on all other countries, which he later raised to 15%. The President cited Section 122 of the 1974 Trade Act, which allows the President to set global tariffs of up to 15% to address a "large and serious balance-of-payment deficit" for up to 150 days, at which point the tariffs would need to be extended by Congress. No president has ever invoked Section 122, and the President will almost certainly face legal challenges over his authority to levy these tariffs, as well.

The President's actions put Congressional Republicans in a politically tricky spot, as they will likely face more votes on the increasingly unpopular tariffs. Six House Republicans have already broken with the President on tariffs, voting earlier this month to disapprove of tariffs on Canada. As Congress must weigh whether to extend the President's tariff authorities, Congressional Republicans will either have to vote in favor of tariffs or go against President Trump, who has already threatened primary challenges to any Republican who votes against the tariffs.

Democrats, for their part, plan to oppose the tariffs and force Republicans into as many tricky votes as possible. Senate Minority Leader Chuck Schumer (D-NY) has said that Democrats will "block" attempts to extend President Trump's tariffs past the 150-day mark, which will fall on July 24, meaning tariff extensions are unlikely to move far in the Senate. Meanwhile, Senate Democrats have unveiled legislation that would provide refunds to companies affected by struck-down tariffs, further ramping up the pressure as tariffs face attacks from all sides.

As Congress moves into consideration of FY27 funding packages, tariff controversy will likely take up valuable floor time, member attention, and political capital. We will continue to monitor these developments and keep you in the loop on any relevant news.

Contact Information:

Joel Rubin – 301.461.1532 (mobile)
Tara Kroft – 971.420.4184 (mobile)

PLATINUM | ADVISORS

March 2, 2026

TO: Danielle Schmitz, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

Fiscal Outlook: Revenue is exceeding the Governor's rosy January projections. Revenues for December and January beat the January forecast by \$6 billion. Even the Legislative Analyst's Office (LAO) has revised its forecast by increasing its outlook for 2025-26 by \$8 billion. However, others are even more optimistic. The Assembly's budget guru, Jason Sisney, predicts revenues for the two-year budget window, 2025-26 and 2026-27, will exceed the Governor's January 9th projections by \$15-\$40 billion. This bright outlook falls within the LAO's realm of possibility. First dibs on these higher revenues go to funding education and Rainy-Day reserve set asides.

Leave it to the LAO to rain on this parade. The LAO points out that history may repeat itself. In past years when the LAO has upgraded its outlook, revenues then flattened and then dropped several billion dollars. The LAO sees a lot of similarities with those years and where we are now. According to the LAO, the stock market is overheated and due for a correction, so don't breathe a sigh of relief, yet.

Trailer Bills: Following the release of the Governor's budget proposal, the Department of Finance is obligated to post any statutory changes needed to implement the spending plan, known as budget trailer bills. This year trailer bill language was posted to implement the loans to Bay Area transit operators, changes to the cap & invest expenditure plan, and revisions to the Affordable Housing & Sustainable Communities funding program.

Transit Loan: Shortly after an agreement was reached, the draft language to implement the agreement to provide loans to specified Bay Area transit operators. This language was amended into AB 117 and approved by the Legislature on February 19th. Governor Newsom signed SB 117 into law later the same day.

The language states California State Transportation Agency (CalSTA) will loan \$590 million to the Metropolitan Transportation Commission (MTC) no later than July 1, 2026, and MTC will then provide the loans to the operators. The loan terms include a 12-year payback period with the interest rate set at the Surplus Money Investment Fund rate. Security for the loans would come from the operator's share of the revenue-based State Transit Assistance (STA) allocations that go directly to

each operator. The source of the loaned funds from CalSTA would be Transit & Intercity Rail Capital Program funds awarded to projects in the Bay Area but not yet allocated by the California Transportation Commission. This is not expected to interfere with the cash flow needs of the projects.

Cap & Invest: With auction revenues forecast to be less than the \$4.2 billion needed to fully fund the expenditure plan in SB 840, the proposed trailer bill language from Finance raises concerns.

The proposed trailer bill would amend Tier 1 of the allocation plan to allow the Department of Finance to allocate auction revenue to cover the cost of operations and administrative costs. The language does not specify a dollar amount and leaves it to Finance to determine the amount needed to cover these costs. Providing this “blank check” to Finance would further reduce funds available for Tier 3 programs, such as the Low Carbon Transit Operations Program (LCTOP) and Transit and Intercity Rail Capital Program (TIRCP) funds.

Affordable Housing & Sustainable Communities Program (AHSC): The cap & invest trailer bill has one potential bright spot. The proposed trailer bill would split the \$800 million in Tier 3 dedicated to the AHSC program into two pots. Of the \$800 million, \$560 million would be allocated to the Housing Development & Finance Committee for affordable housing projects, and \$260 million would be allocated to the Strategic Growth Council for transit capital projects and programs that support transit ridership, as well as preserving agricultural land.

In a separate trailer bill proposal, language directs how these two funding programs would be administered. The \$260 million allocated to the Strategic Growth Council would be used for the AHSC Sustainable Communities Allocation. Eligible projects include:

- Programs designed to reduce greenhouse gas emissions and air pollutants by reducing vehicle miles traveled including, but not limited to, transit, active transportation, and complete streets infrastructure.
- Acquisition of easements or other approaches that protect agricultural lands particularly those adjacent to areas most at risk of urban or suburban sprawl.
- Capacity, planning, and project development to support the implementation of a sustainable communities strategy or initiatives.

The AHSC program was originally intended to provide support for transit improvements, but its implementation never resulted in any meaningful investment in transit improvements. Splitting AHSC funding into two programs is promising; however, we should work with the California Transit Association and others on developing additional parameters on how the Sustainable Communities Allocation is prioritized.

Legislation: The introduction deadline was February 20th. This year over 1,800 new measures were introduced, but nearly 600 of those measures are spot or intent bills that do not contain substantive changes. In order to be referred to a committee for hearing all spot bills must be amended by mid-March. On the plus side, the number of new bills introduced is 550 fewer than prior years, or about 23% fewer bills – the lowest number of new bills in over 20 years.

Once we review the list of bills of interest to NVTA, we will bring measures to the Board for consideration. In this month's update, we are recommending support positions for two bills being sponsored by the California Transit Association (CTA). This includes AB 1837 (Gonzalez) which would repeal the sunset date on using cameras on buses to enforce parking violations in bus only lanes and at bus stops. As introduced, AB 1837 would expand this authority to include parking violations for double parking and parking in a bike lane. A support recommendation is also proposed for AB 1944 (Lee) which would extend the sunset date and increase the axle weight limit for zero emission buses to 25,000 pounds.

PLATINUM | ADVISORS

March 2, 2026

Attachment 3
TAC Item 9.3
March 5, 2026

TABLE 1: BOARD ACTION ITEMS

	Subject	Status	Recommended Position
<p><u>AB 1837</u> <u>(González, Mark D)</u> 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. In addition, AB 1837 would expand this authority to allow these cameras to issue tickets to vehicles illegally parked in a bike lane and for vehicles double parked.</p>	Assembly Print	SUPPORT
<p><u>AB 1944</u> <u>(Lee D)</u> Zero-emission transit buses: axle weight.</p>	<p>Existing law limits the maximum gross weight of any one axle at 25,000 pounds for an articulated bus or a zero-emission bus purchased between January 1, 2016, and December 31, 2021. Under existing law the 25,000 pound limit was gradually reduced over several years back to a 22,000 pound limit.</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"> Purchases made from January 1, 2027 to December 31, 2027, the limit would be 25,000 pounds. 	Assembly Print	SUPPORT

	Subject	Status	Recommended Position
<u>AB 1944</u> (Continued)	<ul style="list-style-type: none"> • 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. 		

TABLE 2: BOARD ADOPTED POSITIONS

	Subject	Status	Position
<u>AB 259</u> (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
<u>AB 954</u> (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 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).	Senate Floor Inactive File	Watch
<u>AB 1070</u> (Ward D) Residential developments: building	As introduced this measure proposed to require ALL transit governing board members to demonstrate that they use public transit in order to be compensated for serving on the transit board. In addition, the bill would require	Senate Desk	Watch (prior version)

	Subject	Status	Position
standards: review. AB 1070 (continued)	the addition of 2 non-voting members to governing boards. AB 1070 was gutted and amended to address related to housing and building standards.		
SB 239 (Arreguin D) Open meetings: teleconferencing: subsidiary body.	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. 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.	Assembly Desk	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 (CHSRA). Similar to prior versions of the bill, SB 445 would authorize the CHSRA to develop and adopt regulations governing third-party permits and approvals that are necessary to deliver the project.	Assembly Approps Held on 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

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Agenda - Draft NVTA Board of Directors - Tax Agency (NVTA-TA)

Wednesday, March 18, 2026

1:00 PM

JoAnn Busenbark Board Room

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Adoption of the Agenda
5. Public Comment
6. Chairperson's and Board Members' Update
7. Executive Director's Update

Note: Where times are indicated for the agenda items, they are approximate and intended as estimates only and may be shorter or longer as needed.

8. PRESENTATIONS

- 8.1 **Project Overview from the City of St. Helena on Measure T/Measure U Projects (xxx)**

Estimated Time: 1:15 p.m.

- 8.2 **Project Overview from the City of Calistoga on Measure T/Measure U Projects (xxx)**

Estimated Time: 1:15 p.m.

- 8.3 **Project Overview from the Town of Yountville on Measure T/Measure U Projects (xxx)**

Estimated Time: 1:15 p.m.

9. CONSENT AGENDA ITEMS

9.1 Meeting Minutes of February 18, 2026 (Laura Sanderlin) (Pages x-x)

Recommendation: Board action will approve the meeting minutes of February 18, 2026.

Estimated Time: 1:30 p.m.

9.2 Independent Taxpayer Oversight Committee (ITOC) Member Appointment (Laura Sanderlin) (Pages xx-xx)

Recommendation: That the Napa Valley Transportation Authority-Tax Agency (NVTA-TA) Board approve the appointment of Robert Peterson to serve as the Licensed Civil Engineer representative on the Independent Taxpayer Oversight Committee (ITOC) for a four (4) year term.

Estimated Time: 1:40 p.m.

9.3 July-September Quarter 3 Calendar Year 2025, Measure U Quarter 1 Fiscal Year 2026 Analysis and Financial Update (Antonio Onorato) (Pages 10-25)

Recommendation: That the NVTA-TA receive the most recent Measure U analysis and financial update.

Estimated Time: 3:00 p.m.

9.4 Annual Financial Statement with Independent Auditor's Report for the Years Ending June 30, 2025 and 2024 and Compliance and Performance Audit Report for the Cities of American Canyon and Calistoga (Antonio Onorato) (Pages xx-xx)

Recommendation: Information only

Estimated Time: 1:45 p.m.

**9.5 Measure U - Updated County of Napa Five-year Project List
(Addrell Coleman) (Pages xx)**

Recommendation: That the Napa Valley Transportation Authority - Tax Agency (NVTA-TA) approve the updated County of Napa Five-Year Measure U Project List.

Estimated Time: 3:15 p.m.

9.6 Measure U - Updated City of American Canyon Five-year Project List (Addrell Coleman) (Pages xx)

Recommendation: That the Napa Valley Transportation Authority - Tax Agency (NVTA-TA) approve the updated City of American Canyon Five-Year Measure U Project List.

Estimated Time: 3:15 p.m.

9.7 Measure T - MOE Certification (Addrell Coleman) (Pages xx)

Recommendation: That the Napa Valley Transportation Authority - Tax Agency (NVTA-TA) xxxx

Estimated Time: 3:15 p.m.

10. REGULAR AGENDA ITEMS

11. FUTURE AGENDA ITEMS

12. ADJOURNMENT

12.1 The next Regular Meeting is April 15th.

I hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA Offices, 625 Burnell Street, Napa, CA by 5:00 p.m. by Friday, XXXX.

Laura M. Sanderlin, NVTA-TA Board Secretary

Napa Valley Transportation Authority

625 Burnell Street
Napa, CA 94559

Agenda - Draft NVRTA Board of Directors

Wednesday, March 18, 2026

1:00 PM

JoAnn Busenbark Board Room

1. Call to Order
2. Roll Call
3. Adoption of the Agenda
4. Public Comment
5. Chairperson's, Board Members', Metropolitan Transportation Commissioner's, and Association of Bay Area Governments Update
6. Executive Director's Update
7. Caltrans' Update

Note: Where times are indicated for the agenda items, they are approximate and intended as estimates only and may be shorter or longer as needed.

8. PRESENTATIONS

9. CONSENT AGENDA ITEMS

9.1 **Meeting Minutes of February 18, 2026 (Laura Sanderlin)**
 (Pages xxx)

Recommendation: Board action will approve the minutes of the February 18 regular meeting.

Estimated Time: 1:40 p.m.

9.2 Community Advisory Committee (CAC) Member Appointments (Arcie Alvarado) (Pages xx-xx)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board approve the appointment of members Patricia Lynch, Hans Kolve, Tom Kambe, and Larry Kromann to the Community Advisory Committee for a two (2) year term.

Estimated Time: 1:40 p.m.

9.3 Napa Valley Transportation Authority (NVTA) Measure T Equivalent Fund Certification for Fiscal Year 2024-25 (Addrell Coleman) (Pages xx-xx)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board approve Resolution 26-02 certifying NVTA's 6.67% Equivalent Fund spending for Fiscal Year 2024-25.

Estimated Time: 1:40 p.m.

9.4 Final Adoption of the Active Transportation Plan (Patrick Band) (Pages xx-xx)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board xxxxxx.

Estimated Time: 1:40 p.m.

9.5 Napa Valley Transportation Authority (NVTA) Fiscal Year 2025-26, Quarter 2 Financial Review and Delegated Authority Matrix (Antonio Onorato) (Pages xx-xx)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board receive the FY 2025-26 Quarter 2 Financial Review and Delegated Authority Matrix.

Estimated Time: 2:00 p.m.

9.6 Federal and State Legislative Update and Board Action on the State Bill Matrix (Danielle Schmitz) (Pages x-x)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board receive the Federal Legislative update, State Legislative Update, and take action on two new bills on the State Bill Matrix.

Estimated Time: 1:40 p.m.

10. REGULAR AGENDA ITEMS

10.1 Strategic Plan Development Consultant Contract Award (Danielle Schmitz) (Pages xx-xx)

Recommendation: That the Napa Valley Transportation Authority (NVTA) Board:

- 1) Approve the selection of Innovate Mobility to provide Strategic Plan Development services; and
- 2) Authorize the Executive Director, or designee, to allow minor modifications and execute a professional services agreement with Innovate Mobility in an amount not to exceed \$109,832.

Estimated Time: 2:00 p.m.

11. FUTURE AGENDA ITEMS

12. CLOSED SESSION

**12.1 CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION:
Initiation of Litigation pursuant to Government Code Section 54956.9(d)(4) (1
potential case)**

13. ADJOURNMENT

13.1 The next Regular Meeting is April 15, 2026.

I hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA Offices, 625 Burnell Street, Napa, CA by 5:00 p.m. by Friday, XXXX.

Laura M. Sanderlin (e-sign) month/day/year

Laura M. Sanderlin, NVTA Board Secretary