

STAFF REPORT

SUBJECT: 2025 Legislative Program

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: January 28, 2025

Action Requested

Staff recommends the Finance & Administration Committee refer Resolution 04-2025 to the Board of Directors for approval, affirming LAVTA’s 2025 Legislative Program.

Background

Each year the LAVTA Board of Directors approves a Legislative Program to guide staff and the Board for legislative issues at the federal, state, and regional/local level to support, watch and monitor, stay neutral, or oppose.

Discussion

The proposed Legislative Program in Attachment 2 continues the following four principles from previous years in alignment with LAVTA’s mission “*to provide equal access to a variety of safe, affordable, and reliable public transportation choices, increasing the mobility and improving the quality of life of those who live or work in and visit the Tri-Valley area*”:

1. Protect existing and enhance future transportation funding sources.
2. Enhance operating conditions to support safety and performance goals.
3. Enhance public transit’s role in addressing climate change and air quality issues.
4. Leverage support from and with partners to promote mobility, improve service productivity, and enhance regional leadership.

In 2025 LAVTA will be updating its Strategic Plan and may revisit its mission and these guiding principles. While these important strategic efforts take shape, the proposed 2025 Legislative Program continues several priorities identified in previous years while highlighting new potential legislative initiatives emerging at the federal, state, and regional/local level. Within a sufficiently broad horizon to anticipate a range of potential uncertainties ahead, this year’s proposed program aims to:

- Maximize available funding sources for public transit, and in particular funding for the agency’s facility and zero-emission fleet transition needs.
- Protect against efforts to reduce or eliminate existing funding sources that help provide the backbone of LAVTA’s operating and capital program revenues.
- Participate and collaborate actively in the development of state legislation authorizing a regional transportation revenue measure to be put to voters in November 2026, aimed at addressing the near-term “fiscal cliff” operating shortfalls of some of the region’s largest transit operators. On January 9, Sens. Scott Wiener (D–San

Francisco) and Jesse Arreguín (D-Berkeley) co-introduced SB 63 as an apparent intent bill to this effect.

- Participate actively in the development of reauthorization legislation for federal surface transportation programs, which typically spans a five-year horizon. The current authorization, the Infrastructure Investment and Jobs Act (also known as the Bipartisan Infrastructure Law) was enacted in November 2021 and authorizes existing surface transportation programs through September 30, 2026.
- Monitor and comment as appropriate on proposed new or revised state and federal regulations impacting LAVTA's programs, projects, and services.

A draft of the State legislative calendar for 2025 is included as Attachment 3. Early State legislative deadlines for 2025 include:

- January 24: Last day to submit bill requests to the Office of Legislative Counsel
- February 21: Last day for bills to be introduced
- May 2: Last day for policy committees to report fiscal bills introduced in their house to fiscal committees
- May 23: Last day for fiscal committees to report to the floor bills introduced in their house; last day for each house to pass bills introduced in that house

In developing this year's proposed Legislative program, staff participated in meetings with regional partners and reviewed other draft legislative programs and principles adopted or in development among our agency and advocacy partners, including the East Bay Small Operators Group, the Metropolitan Transportation Commission, the Alameda County Transportation Commission, the California Transit Association, and the American Public Transit Association.

Staff and the agency's state and federal advocacy team will provide additional information at your January 28 meeting on the year's legislative outlook as well as ongoing and emerging activities and initiatives relevant to LAVTA's interests.

Next Steps

If the Board approves the 2025 Legislative Program, staff and the agency's state and federal advocates will bring updates on proposed bills to future Finance & Administration Committee meetings for information and/or potential action as may be appropriate.

Fiscal Impact

None

Recommendation

Staff recommends the Finance & Administration Committee refer Resolution 04-2025 to the Board of Directors for approval, affirming LAVTA's 2025 Legislative Program.

Attachments:

1. Resolution 04-2025
2. Proposed 2025 Legislative Program
3. 2025 State Legislative Calendar

RESOLUTION NO. 04-2025

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE
AMADOR VALLEY TRANSIT AUTHORITY ADOPTING THE
2025 LEGISLATIVE PROGRAM**

WHEREAS the California Legislature and the U.S. Congress have convened their current legislative sessions in late 2024 and early 2025, respectively; and

WHEREAS to promote the interests of the Livermore Amador Valley Transit Authority, the Board of Directors finds it desirable to adopt a Legislative Program; and

WHEREAS the purpose of the Legislative Program is to guide the Board and staff's strategy and actions as it relates to various levels of government whose actions affect LAVTA; now, therefore, be it

RESOLVED that the 2025 Legislative Program of the Livermore Amador Valley Transit Authority, included as Attachment 2, is hereby adopted and shall guide the Board and staff's actions; and be it further

RESOLVED that the Executive Director shall operate within these guidelines in interactions with other levels of government in order to promote LAVTA's interests, employing strategies including participation in advocacy activities and taking positions on state and federal legislation as may be desirable; and be it further

RESOLVED that should issues arise that are not covered by this 2025 Legislative Program, that the Executive Director shall confer with the Chair of the Board to seek direction on a course of action.

PASSED AND ADOPTED by the governing body of the Livermore Amador Valley Transit Authority (LAVTA) this 3rd day of February 2025.

BY _____
Evan Branning, Chair

ATTEST _____
Christy Wegener, Executive Director

| FEDERAL | |
|---|---|
| Goal or Principle | Strategy |
| <p>1) Protect Existing and Enhance Future Transportation Funding Sources</p> | <p>Advocate that Congress appropriate full amounts authorized by law for FY 2024-25 <u>and FY 2025-26 federal transit programs</u>, and that these vital funds are provided expeditiously to transit agencies for use on transit capital projects and operations. Support maximizing funding levels for discretionary programs such as the Bus and Bus Facilities and Low or No Emission grant programs, and advocate for program policies and funding eligibilities that support LAVTA’s key capital funding needs and priorities.</p> |
| | <p>Participate in development of a reauthorization platform for the Infrastructure Investment and Jobs Act (IIJA) that prioritizes maintaining funding for existing transit and flexible highway formulas (that can fund transit) at levels approved under the IIJA, including ensuring California operators do not see cuts in programs that were funded through advance appropriations. Support advocacy partners’ efforts to refine priorities related to funding for transit modernization and expansion and policy revisions needed to ensure operators are able to expend federal funds efficiently and effectively. <u>Advocate for restoration of Highway Trust Fund (HTF) solvency while ensuring federal transit program funded from the Mass Transit Account continue to receive at least 20% of the HTF’s surface transportation funding, and oppose efforts to reduce or eliminate federal funding for transit from the General Fund or HTF.</u></p> |
| | <p>Support efforts spearheaded by the California Transit Association to <u>monitor and engage the Governor’s Administration, the President’s Administration, and Congress on the ongoing litigation related to implementation of the Public Employees’ Pension Reform Act of 2013 (PEPRA). A recent ruling from the Appellate Court remanded the case back to the District Court for dismissal, citing that the case was not prudentially ripe. As a result, the United States Department of Labor is anticipated to deny certifications of federal transit grants awarded to affected California transit agencies</u>monitor ongoing issue that Bay Area federal transit grants may be withheld because of a 2021 U.S. Department of Labor interpretation that state pension law known as “PEPRA” may impede federally guaranteed transit union collective bargaining rights. If necessary, seek a legislative solution.</p> |
| <p>2) Enhance public transit’s role in addressing climate change and air quality issues</p> | <p>Advocate for federal legislation and program implementation that prioritizes public transit’s role in addressing climate change, supports transit agencies transitioning to zero-emission fleets, and advances research into alternative-fuel technologies such as clean/renewable hydrogen. Actively engage in local and statewide efforts to implement the Department of Energy’s Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) Hydrogen Hub initiative in California to accelerate renewable hydrogen projects and necessary support infrastructure through public/private partnerships.</p> |
| | <p>Work with the Federal Transit Administration or, if necessary, Congress to ensure flexibility in the application of FTA’s spare ratio requirements to zero-emission transit buses and to address temporary reductions in transit service.</p> |

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| <p>3) Leverage Support from and with Partners to Promote Mobility, Improve Service Productivity, and Enhance Regional Leadership</p> | <p><u>Support extension of the current federal transit benefit deduction currently set to expire in 2025.</u></p> |
| | <p>Expand legislative and policy partnerships in Washington, D.C., in particular coordinating on advocacy activities as appropriate with other East Bay Small Operators and other public transit agencies operating in LAVTA’s service area, including Valley Link.</p> |
| | <p>Support federal policies that enable technological innovations to improve safety and mobility, including connected and automated vehicle (CV/AV) deployment, and mobility on demand.</p> |
| <p>STATE</p> | |
| <p>Goal or Principle</p> | <p>Strategy</p> |
| <p>1) Protect Current and Enhance Future Transportation Funding Sources</p> | <p>Advocate for a FY 2024<u>2025-25-26</u> state budget that avoids, minimizes, or offsets cuts in the State’s investment in public transportation, including honoring prior-year budget agreements, and continue to advocate for additional statutory, administrative, and funding relief for public transit in response to the impending “fiscal cliff” and other continuing impacts of the COVID-19 pandemic.</p> |
| | <p><u>Participate and collaborate actively with local partners and potential affected stakeholders in the development of state legislation authorizing a regional transportation revenue measure expected to be put to voters in November 2026, aimed at addressing the near-term “fiscal cliff” operating shortfalls of some of the region’s largest transit operators, and advocating for a return-to-source of any new revenues and maintenance of effort of all existing revenue streams. Relatedly, monitor, support, oppose, or seek amendments as may be necessary and desirable for any related measures concerning transit governance and/or administration.</u></p> |
| | <p>Engage with the California State Transportation Agency(<u>CalSTA</u>) Transit Transformation Task Force, and monitor development of any new legislation to update the Transportation Development Act (<u>TDA</u>) and related statutes concerning public transportation revenues and associated requirements.</p> |
| | <p>Ensure any new legislation and regulations do not create new unfunded mandates on transit agencies.</p> |
| | <p>Identify and pursue strategies to help transit operators reduce costs associated with converting their bus fleets to zero-emission in order to meet the state’s Innovative Clean Transit rule, including additional dedicated funding from the state Greenhouse Gas Reduction Fund (GGRF) or other sources.</p> |

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| | <p><u>Support the extension of the Cap and Trade Program, which funds key programs that are important to local transit operators, including California Climate Investments (CCI), Transit and Intercity Rail Capital Program (TIRCP), and the Low Carbon Transit Operations Program (LCTOP).</u></p> |
| <p>2) Enhance Operating Conditions to Support Safety and Performance Goals</p> | <p><u>Work with interested transit and regional agencies and advocacy partners to support efforts to authorize buses to use innovative transit-priority facilities including the highway shoulder, known as “bus-on-shoulder” (BOS), during periods of heavy traffic to help speed up bus service in highly congested corridors and enhance safety, including development of and participation in pilot programs.</u></p> <p>Monitor and support as appropriate the California Transit Association’s efforts to address driver and passenger safety and security concerns identified statewide related to inappropriate behavior on transit vehicles and at stations.</p> <p>Support efforts to enhance transit industry workforce recruitment and training efforts.</p> |
| <p>3) Enhance Public Transit’s Role in Addressing Climate Change and Air Quality Issues</p> | <p>Monitor implementation activities and new legislation related to the California Air Resources Board’s (ARB) Innovative Clean Transit regulation related to Zero Emission Bus (ZEB) purchase and deployment requirements, and advocate for programs and incentives to minimize undue burdens <u>including unfunded mandates</u> on transit agencies transitioning to ZEB technology.</p> |
| <p>4) Leverage Support from and with Partners to Promote Mobility, Improve Service Productivity, and Enhance Regional Leadership</p> | <p>Oppose efforts to mandate consolidation of East Bay Small Operators, or LAVTA with any other entity, and oppose development of any consolidation plans that do not meaningfully involve and account for all potentially impacted stakeholders, including transit workers represented by existing collective bargaining arrangements.</p> |

| REGIONAL/LOCAL | |
|---|---|
| Goal or Principle | Strategy |
| 1) Protect Existing and Enhance Future Transportation Funding Sources | Support efforts of the Metropolitan Transportation Commission (MTC) to maximize the proportion and flexibility of federal and statewide funding sources allocated to the Bay Area and to small operators. Monitor and engage with MTC and other transit operators as necessary concerning any use of valuable state transit funding normally allocated to operate service to fund implementation of a regional Transit Network Manager or similar function. |
| | Continue to engage and collaborate productively with other East Bay Small Operators and potential affected stakeholders to monitor, support, oppose, or seek amendments as may be necessary and desirable in the development of authorizing legislation for a future regional transportation revenue measure to be put before Bay Area voters, or any related measures concerning governance and/or administration. |
| 2) Enhance Operating Conditions to Support Safety and Performance Goals | Advocate for improvements to the local and regional street networks that enhance transit operating speed and reliability. |
| | Improve roadway safety for all users and support proposals to increase enforcement of traffic laws protecting pedestrians and bicyclists. |
| 3) Leverage Support from and with Partners to Promote Mobility, Improve Service Productivity, and Enhance Regional Leadership | Monitor and support as appropriate implementation of the Metropolitan Transportation Commission’s Blue Ribbon Transit Recovery Task Force recommendations, including new initiatives aimed at promoting a more “seamless” regional transit system and enhancing its resiliency through initiatives such as fare coordination/integration and transit network management, <u>and innovative service delivery mechanisms such as the One Seat Ride paratransit program.</u> |
| | Continue to develop <u>and maintain</u> innovative partnerships with private transportation providers including taxi and transportation network companies to connect more people in the Tri-Valley to public transit. |
| | Support other members of the Cooperating Area Transit Systems group (suburban/local East Bay transit operators in Eastern Alameda County and Contra Costa County), if appropriate, and work together on regional programs and initiatives of mutual interest as appropriate. |
| | Work with local businesses to support efforts to encourage transit use among their employees, and with local housing developers and entities to encourage transit use among residents. |

2025 TENTATIVE LEGISLATIVE CALENDARCOMPILED BY THE OFFICE OF THE ASSEMBLY CHIEF CLERK AND THE OFFICE OF THE SECRETARY OF THE SENATE
Revised 10-16-24**DEADLINES**

| JANUARY | | | | | | | |
|---------|----|----|----|----|----|----|----|
| | S | M | T | W | TH | F | S |
| | | | | 1 | 2 | 3 | 4 |
| Wk. 1 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| Wk. 2 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| Wk. 3 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| Wk. 4 | 26 | 27 | 28 | 29 | 30 | 31 | |

| FEBRUARY | | | | | | | |
|----------|----|----|----|----|----|----|----|
| | S | M | T | W | TH | F | S |
| Wk. 4 | | | | | | | 1 |
| Wk. 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Wk. 2 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| Wk. 3 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| Wk. 4 | 23 | 24 | 25 | 26 | 27 | 28 | |

| MARCH | | | | | | | |
|-------|----|----|----|----|----|----|----|
| | S | M | T | W | TH | F | S |
| Wk. 4 | | | | | | | 1 |
| Wk. 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Wk. 2 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| Wk. 3 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| Wk. 4 | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| Wk. 1 | 30 | 31 | | | | | |

| APRIL | | | | | | | |
|---------------|----|----|----|----|----|----|----|
| | S | M | T | W | TH | F | S |
| Wk. 1 | | | 1 | 2 | 3 | 4 | 5 |
| Wk. 2 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Spring Recess | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| Wk. 3 | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| Wk. 4 | 27 | 28 | 29 | 30 | | | |

| MAY | | | | | | | |
|-------|----|----|----|----|----|----|----|
| | S | M | T | W | TH | F | S |
| Wk. 4 | | | | | 1 | 2 | 3 |
| Wk. 1 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Wk. 2 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| Wk. 3 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| Wk. 4 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |

Jan. 1 Statutes take effect (Art. IV, Sec. 8(c)).**Jan. 6** Legislature reconvenes (J.R. 51(a)(1)).**Jan. 10** Budget bill must be submitted by Governor (Art. IV, Sec. 12(a)).**Jan. 20** Martin Luther King, Jr. Day observed.**Jan. 24** Last day to submit **bill requests** to the Office of Legislative Counsel.**Feb. 17** Presidents' Day observed.**Feb. 21** Last day for bills to be **introduced** (J.R. 61(a)(1), J.R. 54(a)).**Mar. 31** Cesar Chavez Day observed.**Apr. 10** **Spring Recess** begins upon adjournment (J.R. 51(a)(2)).**Apr. 21** Legislature reconvenes from Spring Recess (J.R. 51(a)(2)).**May 2** Last day for **policy committees** to hear and report to fiscal committees **fiscal bills** introduced in their house (J.R. 61(a)(2)).**May 9** Last day for **policy committees** to hear and report to the Floor **nonfiscal** bills introduced in their house (J.R. 61(a)(3)).**May 16** Last day for **policy committees** to meet prior to June 9 (J.R. 61(a)(4)).**May 23** Last day for **fiscal committees** to hear and report to the Floor bills introduced in their house (J.R. 61(a)(5)).Last day for **fiscal committees** to meet prior to June 9 (J.R. 61(a)(6)).**May 26** Memorial Day observed.

*Holiday schedule subject to final approval by Rules Committee.

2025 TENTATIVE LEGISLATIVE CALENDAR

COMPILED BY THE OFFICE OF THE ASSEMBLY CHIEF CLERK AND THE OFFICE OF THE SECRETARY OF THE SENATE
Revised 10-16-24

| JUNE | | | | | | | |
|----------|----|----|----|----|----|----|----|
| | S | M | T | W | TH | F | S |
| No Hrgs. | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Wk. 1 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| Wk. 2 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| Wk. 3 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| Wk. 4 | 29 | 30 | | | | | |

June 2-6 Floor Session only. No committee may meet for any purpose except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees (J.R. 61(a)(7)).

June 6 Last day for each house to pass bills introduced in that house (J.R. 61(a)(8)).

June 9 Committee meetings may resume (J.R. 61(a)(9)).

June 15 Budget bill must be passed by midnight (Art. IV, Sec. 12(c)(3)).

| JULY | | | | | | | |
|---------------|----|----|----|----|----|----|----|
| | S | M | T | W | TH | F | S |
| Wk. 4 | | | 1 | 2 | 3 | 4 | 5 |
| Wk. 1 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Wk. 2 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| Summer Recess | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| Summer Recess | 27 | 28 | 29 | 30 | 31 | | |

July 4 Independence Day observed.

July 18 Last day for **policy committees** to hear and report bills (J.R. 61(a)(10)).

Summer Recess begins upon adjournment, provided Budget Bill has been passed (J.R. 51(a)(3)).

| AUGUST | | | | | | | |
|---------------|----|----|----|----|----|----|----|
| | S | M | T | W | TH | F | S |
| Summer Recess | | | | | | 1 | 2 |
| Summer Recess | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Summer Recess | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Wk. 3 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Wk. 4 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| No Hrgs. | 31 | | | | | | |

Aug. 18 Legislature reconvenes from **Summer Recess** (J.R. 51(a)(3)).

Aug. 29 Last day for **fiscal committees** to hear and report bills to the Floor (J.R. 61(a)(11)).

| SEPTEMBER | | | | | | | |
|----------------|----|----|----|----|----|----|----|
| | S | M | T | W | TH | F | S |
| No Hrgs. | | 1 | 2 | 3 | 4 | 5 | 6 |
| No Hrgs. | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| Interim Recess | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| Interim Recess | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| Interim Recess | 28 | 29 | 30 | | | | |

Sept. 1 Labor Day observed.

Sept. 2-12 Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees (J.R. 61(a)(12)).

Sept. 5 Last day to **amend** on the Floor (J.R. 61(a)(13)).

Sept. 12 Last day for each house to pass bills. (J.R. 61(a)(14)).

Interim Recess begins upon adjournment (J.R. 51(a)(4)).

IMPORTANT DATES OCCURRING DURING FINAL RECESS

2025

Oct 12 Last day for Governor to sign or veto bills passed by the Legislature before Sept. 12 and in the Governor's possession on or after Sept. 12 (Art. IV, Sec. 10(b)(1)).

2026

Jan. 1 Statutes take effect (Art. IV, Sec. 8(c)).

Jan. 5 Legislature reconvenes (J.R. 51(a)(4)).

*Holiday schedule subject to final approval by Rules Committee.