

STAFF REPORT

SUBJECT: Legislative Update

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: May 5, 2025

Action Requested

Receive an informational update on recent legislative activities in Washington, D.C. and Sacramento and approve four legislative positions as recommended by the Finance & Administration Committee.

Background

In February 2025, the Board of Directors approved LAVTA's 2025 Legislative Program to support LAVTA's advocacy needs and priorities in the coming year. Since then, LAVTA staff along with our state and federal advocacy partners have tracked the full scope of legislative initiatives in both Sacramento and Washington, D.C., in consideration of LAVTA's interests. This update reports on recent legislative activities and recommends four positions on legislation moving through the State Legislature.

Discussion

Federal Activities

The most recent weekly report from LAVTA's Washington, D.C., representative Carpi & Clay is included as Attachment 1. Carpi & Clay advise LAVTA staff promptly and frequently of all developments occurring within the new Administration as they occur, with a focus on actions that have greatest potential to be of impact on LAVTA's projects and priorities.

Of note concerning future federal transportation spending including formula programs on which LAVTA relies heavily to implement its capital program, on April 9, the Highways & Transit Subcommittee of the Transportation & Infrastructure Committee held a hearing titled "America Builds: A Review of Our Nation's Transit Policies and Programs." This hearing aimed to kick off a framework for reauthorizing federal transit programs currently authorized by the 2021 Bipartisan Infrastructure Law through the end of FY26. Panelists included representatives from the American Public Transit Association for urban transit operators, the Community Transit Association of America for rural operators, private transit contractors, public policy interests, and labor. Subcommittee member Rep. Mark DeSaulnier (D-Walnut Creek), who represents part of Dublin in LAVTA's service area, highlighted the challenges Bay Area transit operators are facing with new commute patterns as many workers no longer commute five days a week. Subcommittee Chair Rep. David Rouzer (R-NC) emphasized a

need for greater accountability, innovation, and efficiency in transit systems. This hearing is a very early step in what is expected to be a lengthy and complex reauthorization process for the nation's multi-modal surface transportation programs, including public transit.

State Activities

There has been significant legislative activity in Sacramento this past month in both chambers as lawmakers continue to amend newly introduced bills to prepare for hearings in April policy committees. An updated matrix of bills being tracked by LAVTA's Sacramento advocate, Townsend Public Affairs (TPA), is included as Attachment 2.

Attachment 2 details several bills the Finance & Administration Committee recommends for approval by the Board of Directors, summarized below:

Bill	Summary	Related LAVTA 2025 Legislative Program Principle	Recommended Position
AB 394 (Wilson)	Provides transit agencies with new statutory tools for protecting transit workers against battery.	Enhance operating conditions to support safety and performance goals <i>Note: Co-sponsored by California Transit Association</i>	Support
SB 239 (Arreguín)	Expands remote meeting options for nondecision-making local legislative bodies, including advisory boards, that do not take final action.	Leverage support from and with partners to promote mobility, improve service productivity, and enhance regional leadership <i>Note: Co-sponsored by the Metropolitan Transportation Commission, the League of California Cities, the California State Association of Counties; supported by Alameda CTC and others</i>	Support
SB 752 (Richardson)	Extends the existing partial sales and use tax exemption for zero-emission buses purchased by transit agencies through January 1, 2028.	Enhance public transit's role in addressing climate change and air quality issues <i>Note: Co-sponsored by California Transit Association</i>	Watch

AB 1207 (Irwin)	To reauthorize the state's cap-and-trade system created under the California Global Warming Solutions Act of 2006, currently set to expire December 31, 2030.	Enhance public transit's role in addressing climate change and air quality issues	Watch
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Next Steps

If approved by the Board of Directors, LAVTA and TPA staff will communicate LAVTA's positions to the relevant Committees of the Legislature and to our delegation, and continue to monitor bills with a formal Watch position closely. Staff with the support of TPA will provide updates to the Finance & Administration Committee and/or the Board as may be appropriate.

Fiscal Impact

None

Recommendation

The Finance & Administration Committee recommends the Board accept this report and approve four legislative positions.

Attachments:

1. Federal Transportation Weekly Update (April 11)
2. State Legislative Matrix (as of March 31)



April 11, 2025

THIS WEEK IN CONGRESS

House Subcommittee Holds Hearing on Aviation Infrastructure. On April 8th, the Aviation Subcommittee of the Transportation & Infrastructure Committee held a hearing titled “America Builds: Airport Infrastructure, Safety, and Regulatory Environment”. Witnesses included representatives from the Raleigh-Durham Airport Authority, the Cincinnati/Northern Kentucky International Airport, and the Transport Workers Union of America. In his opening statement, Subcommittee Chair Troy Nehls (R-TX) emphasized the crucial economic and transportation roles of U.S. airports, noting projected passenger growth and the need for approximately \$174 billion in infrastructure investment over the next five years. He highlighted that the FAA Reauthorization Act of 2024 increased annual Airport Improvement Program funding, streamlined environmental reviews, and stressed the importance of regulatory stability and airfield safety enhancements.

[MORE INFORMATION](#)

House Subcommittee Holds Hearing on Transit Policies and Programs. On April 9th, the Highways & Transit Subcommittee of the Transportation & Infrastructure Committee held a hearing titled “America Builds: A Review of Our Nation’s Transit Policies and Programs”. Witnesses included representatives from the American Public Transportation Association, the Community Transportation Association of America, the North American Transit Alliance, the Reason Foundation, and the Transportation Trades Department of the AFL-CIO. In his opening statement, Subcommittee Chair David Rouzer (R-NC) underscored Congress’s responsibility to enact a timely, multi-year surface transportation bill, expressing concerns about lagging transit ridership despite substantial federal investment and persistent issues with crime and fare evasion. He advocated for greater accountability, innovation, and efficiency in transit systems, suggesting ridership alone may not fully reflect system health.

[MORE INFORMATION](#)

House Subcommittee Holds Hearing Examining Efforts to Secure and Improve the U.S. Travel System. On April 8th, the Transportation and Maritime Security Subcommittee of the Homeland Security Committee held a hearing titled “America on the Global Stage: Examining Efforts to Secure and Improve the U.S. Travel System and Prepare for Significant Events”. Witnesses included representatives from the U.S. Travel Association, Fortem Technologies, and the American Federation of Government Employees. In his opening statement,

Subcommittee Chair Carlos Gimenez (R-FL) emphasized the importance of thorough planning, investment, and inter-agency coordination to ensure the U.S. successfully hosts major international events, such as the 2026 FIFA World Cup and the 2028 Olympics. He highlighted current challenges, including visa delays and outdated airport infrastructure, and advocated for security enhancements and a federal task force to align resources and policies.

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THIS WEEK AT THE DEPARTMENT OF TRANSPORTATION



U.S. Department
of Transportation

Federal Motor
Carrier Safety
Administration

FMCSA Seeks UCR Board Nominations. FMCSA is seeking nominations of qualified individuals for possible appointment by the FMCSA to the Unified Carrier Registration (UCR) Plan Board of Directors as one of the Board's motor carrier industry positions. Each nominee must be a representative of "a motor carrier that falls within the smallest fleet fee bracket." The term for this position will begin immediately upon appointment and expire on May 31, 2027. Nominations are due by May 12, 2025.

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NHTSA

NATIONAL HIGHWAY TRAFFIC
SAFETY ADMINISTRATION

NHTSA Publishes Early Estimates of Traffic Fatalities for 2024. NHTSA reported that U.S. traffic fatalities declined by 3.8% in 2024 to an estimated 39,345 deaths, marking the first time since 2020 that fatalities dropped below 40,000 annually. This reduction continues an 11-quarter streak of declining fatalities since mid-2022. However, the fatality rate of 1.20 per 100 million vehicle miles traveled still exceeds the pre-pandemic average of 1.13. Additionally, 35 states and Puerto Rico saw decreases in fatalities, whereas fatalities rose in 14 states and the District of Columbia.

[MORE INFORMATION](#)

OTHER

GAO Publishes Report on Railway-Highway Crossing Improvements. The Government Accountability Office (GAO) has published a report titled [Railway-Highway Crossings: Improvements Needed to Federal Technical Assistance About Pedestrian Projects Related to Trespassing](#). The report examines the Federal Highway Administration's (FHWA) Railway-Highway Crossings Program (RHCP), which provides funding to states for improving safety at public railway-highway grade crossings. Between 2019 and 2023, states utilized RHCP funds to enhance safety measures such as installing or upgrading bells, lights, and gates, with 77% of projects reporting zero crashes before and after implementation. The 2021 Infrastructure Investment and Jobs Act expanded RHCP's scope to include pedestrian projects related to trespassing, increasing federal cost share to 100%. However, the GAO found that FHWA's technical assistance lacks clarity on eligible pedestrian projects related to trespassing and recommends that FHWA provide additional information to better assist states in reducing pedestrian fatalities and injuries at grade crossings. The report recommends that FHWA should review RHCP technical assistance materials and update them to add information about the types of pedestrian projects related to trespassing that might be eligible for RHCP funding.



Channon Hanna, Partner at Carpi & Clay Government Relations, brings over 20 years of expertise in navigating federal transportation policy complexities to advance priorities for public and private sector clients across all modes of transportation.



Livermore Amador Valley Transit Authority Legislative Matrix

Recommend Support

AB 394 (Wilson, D) Public transportation providers.

Last Amended: 03/27/2025

Status: 03/28/2025 - Re-referred to Com. on PUB. S.

Calendar: 04/01/25 A-PUBLIC SAFETY Upon adjournment of Session - State Capitol, Room 126 SCHULTZ, NICK, Chair



Location: 02/18/2025 - Assembly Public Safety

Summary: Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to include stalking against any of those persons and would also have the crime apply when it occurs against an employee, public transportation provider, or contractor of a public transportation provider. By expanding the scope of an existing crime and creating a new crime, the bill would impose a state-mandated local program. (Based on 03/27/2025 text)

SB 239 (Arreguín, D) Open meetings: teleconferencing: subsidiary body.

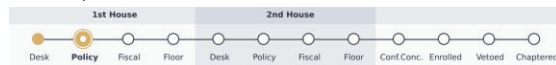
Status: 03/24/2025 - Set for hearing April 2.

Calendar: 04/02/25 S-LOCAL GOVERNMENT 9:30 a.m. - 1021 O Street, Room 2200 DURAZO, MARÍA ELENA, Chair



Location: 02/14/2025 - Senate Local Government

Summary: The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Current law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified. This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at the primary physical meeting location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified. (Based on 01/30/2025 text)

SB 752 (Richardson, D) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.**Status:** 03/18/2025 - Set for hearing May 14.**Calendar:** 05/14/25 S-REVENUE AND TAXATION 9:30 a.m. - 1021 O Street, Room 1200 MCNERNEY, JERRY, Chair**Location:** 03/12/2025 - Senate Revenue and Taxation

Summary: Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2026, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2028. This bill contains other related provisions. (Based on 02/21/2025 text)

Recommend Watch (Formal)**AB 1207 (Irwin, D) Climate change: market-based compliance mechanism: price ceiling.****Last Amended:** 03/17/2025**Status:** 03/18/2025 - Re-referred to Com. on NAT. RES.**Location:** 03/17/2025 - Assembly Natural Resources

Summary: The California Global Warming Solutions Act of 2006, until January 1, 2031, authorizes the State Air Resources Board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Current law requires the state board, in adopting the regulation to, among other things, establish a price ceiling for emission allowances sold by the state board. Current law requires the state board, in establishing the price ceiling, to consider specified factors, including the full social cost associated with emitting a metric ton of greenhouse gases. This bill would require the state board to instead consider the full social cost associated with emitting a metric ton of greenhouse gases, as determined by the United States Environmental Protection Agency in November 2023. (Based on 03/17/2025 text)

AB 1340 (Wicks, D) Metropolitan Transportation Commission: duties.**Status:** 03/13/2025 - Referred to Com. on TRANS.**Location:** 03/13/2025 - Assembly Transportation

Summary: The Metropolitan Transportation Commission Act establishes the Metropolitan Transportation Commission to provide comprehensive regional transportation planning for the San Francisco Bay area, as provided. Existing law requires the commission to establish a regional transit coordinating council to better coordinate routes, schedules, fares, and transfers among the San Francisco Bay area transit operators and to explore potential advantages of joint ventures in certain areas. The act authorizes the commission, in consultation with the regional transit coordinating council, to identify functions performed by individual public transit systems that could be consolidated to improve the efficiency of regional transit service, and recommend that those functions be consolidated and performed through inter-operator agreements or as services contracted to a single entity. This bill would require the commission to consult with the general manager from each transit operator, instead of the regional transit coordinating council, when identifying functions that could be consolidated and recommending their consolidation, as described above. To the extent that this bill would impose additional duties on transit operators, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws. (Based on 02/21/2025 text)

SB 63 (Wiener, D) San Francisco Bay area: local revenue measure: transportation funding.**Last Amended:** 03/25/2025**Status:** 03/25/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.



Location: 01/09/2025 - Senate Rules

Summary: Would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs the Metropolitan Transportation Commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter approval at the November 3, 2026, statewide general election. After allocations are made for various administrative expenses, the bill would require an unspecified portion of the proceeds of the tax to be allocated by the commission to initiatives included in a specified commission plan and to the Alameda-Contra Costa Transit District, the Peninsula Rail Transit District, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, and the San Francisco Municipal Transportation Agency for operating expenses, and would require the remaining proceeds to be subvended directly to the counties comprising the district for public transportation expenses, as prescribed. (Based on 03/25/2025 text)

SB 840 (**Limón, D**) **Greenhouse gases: report.**

Last Amended: 03/26/2025

Status: 03/26/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.



Location: 02/21/2025 - Senate Rules

Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources Board, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the 1990 levels no later than December 31, 2030. The act requires the Legislative Analyst's Office, until January 1, 2030, to annually submit to the Legislature a report on the economic impacts and benefits of those greenhouse gas emissions reduction targets. The act, until January 1, 2031, establishes the Independent Emissions Market Advisory Committee and requires the committee to annually report to the state board and the Joint Legislative Committee on Climate Change Policies on the environmental and economic performance of the regulations establishing the market-based compliance mechanism and other relevant climate change policies. This bill would extend indefinitely the requirement for the Legislative Analyst's Office to annually submit to the Legislature the report on the economic impacts and benefits of those greenhouse gas emissions targets. The bill would require the committee, at a public hearing, to review the annual report by the Legislative Analyst's Office. (Based on 03/26/2025 text)

Recommend Watch (Informal)

AB 35 (**Alvarez, D**) **California Environmental Quality Act: clean hydrogen transportation projects.**

Status: 02/18/2025 - Referred to Coms. on NAT. RES. and JUD.



Location: 02/18/2025 - Assembly Natural Resources

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would provide for limited CEQA review of an application for a discretionary permit or authorization for a clean hydrogen transportation project, as defined, by requiring the application to be reviewed through a clean hydrogen environmental assessment, unless otherwise requested by the applicant, as prescribed. The bill would, except as provided, require the lead agency to determine whether to approve the clean hydrogen environmental assessment and issue a discretionary permit or authorization for the project no later than 270 days after the application for the project is deemed complete. (Based on 12/02/2024 text)

AB 939 (Schultz, D) The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.**Status:** 03/10/2025 - Referred to Com. on TRANS.**Location:** 03/10/2025 - Assembly Transportation

Summary: Would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election. (Based on 02/19/2025 text)

SB 419 (Caballero, D) Hydrogen fuel.**Status:** 03/18/2025 - Set for hearing May 14.**Calendar:** 05/14/25 S-REVENUE AND TAXATION 9:30 a.m. - 1021 O Street, Room 1200 MCNERNEY, JERRY, Chair**Location:** 02/26/2025 - Senate Revenue and Taxation

Summary: Would, on and after January 1, 2026, provide an exemption from the taxes imposed by the Sales and Use Tax Law for the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, hydrogen fuel. (Based on 02/18/2025 text)

General: TPA Tracking**AB 12 (Wallis, R) Low-carbon fuel standard: regulations.****Status:** 02/18/2025 - Referred to Com. on NAT. RES.**Location:** 02/18/2025 - Assembly Natural Resources

Summary: The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024. (Based on 12/02/2024 text)

AB 21 (DeMaio, R) Common interest developments: association management and meeting procedures.**Last Amended:** 03/24/2025**Status:** 03/25/2025 - Re-referred to Com. on H. & C.D.**Location:** 03/24/2025 - Assembly Housing and Community Development

Summary: The Davis-Stirling Common Interest Development Act governs the management and operation of common interest by an association. If a provision of that act requires an association to deliver a document by "individual delivery" or "individual notice," the act requires the association to deliver that document in accordance with the preferred delivery method specified by the member. Current law also requires the board of an association to provide general notice of a proposed rule change at least 28 days before making the rule change, in accordance with certain procedures. This bill would revise the above-described rule change provision to require the board to provide individual notice pursuant to the above-described provision governing document delivery. (Based on 03/24/2025 text)

AB 23 (DeMaio, R) The Cost of Living Reduction Act of 2025.**Last Amended:** 03/25/2025**Status:** 03/26/2025 - Re-referred to Com. on U. & E.