

STAFF REPORT

SUBJECT: Legislative Update

FROM: Jennifer Yeamans, Senior Grants & Management Specialist
Christy Wegener, Executive Director

DATE: August 26, 2025

Action Requested

Receive an informational update on recent legislative activities in Washington, D.C. and Sacramento and refer one position to the Board of Directors for approval.

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 with a focus on legislation moving through the State Legislature and recommends the Committee refer one position to the Board of Directors for approval.

Discussion

Federal Activities

The most recent weekly report from LAVTA's Washington, D.C., representative Carpi & Clay is included as Attachment 1. Staff will provide a verbal update on recent federal policy and legislative developments at your August 26 meeting.

State Activities

The Legislature was on recess July 18 through August 18. LAVTA's Sacramento advocate Townsend Public Affairs (TPA) continues to monitor and report on legislation of interest for LAVTA (see Attachment 2).

SB 63 (Wiener, Arreguín) – Recommend SUPPORT

In April, the Board of Directors adopted a *Support If Amended* position on SB 63, which would authorize a multi-county transportation funding measure to be put to voters in 2026 to provide emergency operating funding for regional transit operators currently facing a “fiscal cliff” of operating revenue shortfalls, in order to avoid deep service cuts. The LAVTA Board then directed staff and TPA to seek amendments providing for a return-to-source of any new revenues and maintenance of effort of all existing revenue streams, while proactively addressing any related provisions concerning transit governance and/or administration that

resulted in opposition from many transit operators, including LAVTA, to this bill's predecessor from the previous legislative session.

Since April, LAVTA staff and TPA alongside our East Bay Small Operator coalition partners Tri Delta Transit, County Connection, and WestCAT, have engaged proactively and productively with the bill's authors and the relevant Committees to ensure our important needs and priorities are reflected in authorizing language that results in a revenue measure that can ultimately be successful before voters throughout a multi-county area. Specifically, LAVTA has advocated for protecting all existing revenues, a return-to-source expenditure plan for new revenues, consideration of local flexibility and delegated authority to prioritize locally identified needs through localized expenditure plans, and requiring San Mateo and Santa Clara County to "opt in" to the base three-county measure by the Legislature's August 11 deadline.

After passing out of the Senate on a 28-10 party-line floor vote, the bill was amended and passed by the Assembly Transportation Committee on July 7 as shown in [Attachment 3](#), with amendments most relevant for LAVTA highlighted. These amendments ensure LAVTA will receive a direct share of new revenues generated by a new half-cent sales tax should voters in the participating counties approve the measure. Further details including participation of opt-in counties are expected in later amendments, and a final expenditure plan will be developed in consultation with the County Transportation Agencies including the Alameda County Transportation Commission (Alameda CTC).

While some outstanding issues (summarized below) remain requiring further amendments expected later this month, LAVTA staff believes the bill's amendments as of July 9 reflect sufficient commitment to LAVTA's priorities to move to a full **Support** position and enable the bill to advance toward final passage through the Legislature by the September 12 deadline. If enacted, the measure as authorized is expected to go before voters in November 2026.

Additional issues:

- Opt-in counties: Prior to the August 11 deadline, the Santa Clara Valley Transportation Authority (VTA) Board of Directors voted unanimously at their August 7 meeting to opt-in to the regional measure. The San Mateo County Transit District Board (SamTrans/Caltrain) voted to opt in August 6. Participation by these counties would be confirmed in forthcoming amendments.
- Alameda CTC is expected to provide for the suballocation of new revenues for transit operations in Alameda County to LAVTA and Union City Transit, preliminarily estimated at \$5 million per year.
- Given significant up-front expenditures required by the current legislation for administration, direct costs, and a major transit-efficiency study of the region's large operators, it is expected that the flow of new revenues for operations to transit agencies will begin very slowly should the measure succeed at the ballot.
- LAVTA expects to update its ten-year Short Range Transit Plan in 2026–2027, which would incorporate revenue estimates from a Regional Transportation Measure expenditure plan once finalized.

Next Steps

If approved by the Board of Directors, LAVTA and TPA staff will communicate LAVTA's position to the relevant Committees of the Legislature as needed and to our delegation. Staff with the support of TPA will continue to provide updates to the Finance & Administration Committee and/or the Board as may be appropriate. Consistent with LAVTA's adopted Legislative Program, should new substantive issues arise prior to the next regular Board of Directors meeting, the Executive Director will confer with the Board Chair to seek direction on a course of action.

Fiscal Impact

None

Recommendation

Receive an informational report on recent legislative activities and refer one Support position to the Board of Directors for approval.

Attachments:

1. Federal Transportation Weekly Update (August 7)
2. State Legislative Matrix (partial; as of August 15)
3. SB 63 (Wiener, Arreguin) – Amendments as of July 9