

STAFF REPORT

SUBJECT: 2024 Legislative Program

FROM: Jennifer Yeamans, Senior Grants & Management Specialist

DATE: February 5, 2024

Action Requested

The Finance & Administration Committee recommends the Board of Directors approve Resolution 04-2024 affirming LAVTA’s 2024 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 carries over the following four principles from previous years in support of LAVTA’s mission, which is “*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.

The proposed 2024 program continues several priorities identified in previous years while highlighting new potential legislative initiatives ahead at the federal, state, and regional/local level. This year’s proposed program aims to maximize available funding sources for transit, and in particular funding for the agency’s facility and zero-emission fleet transition needs. In addition, the program recognizes ongoing challenges that remain in the wake of the Covid-19 pandemic in terms of both the need for sustainable funding for operating public transit and new initiatives calling for institutional reform and accountability both regionally and statewide.

In developing this year’s proposed 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.

A draft of the state legislative calendar for 2024 is included as Attachment 3. Early legislative deadlines for 2024 include:

- January 19: Last day to submit bill requests to the Office of Legislative Counsel
- February 16: Last day for bills to be introduced
- April 26: Last day for policy committees to report fiscal bills introduced in their house to fiscal committees
- May 17: 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

Staff will provide additional information at your February 5 meeting on the year's legislative outlook as well as new and emerging activities and initiatives relevant to LAVTA's interests.

Next Steps

If the Board of Directors approves the 2024 Legislative Program, staff 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

The Finance & Administration Committee recommends approval of Resolution 04-2024 affirming LAVTA's 2024 Legislative Program.

Attachments:

1. Resolution 04-2024
2. Proposed 2024 Legislative Program
3. 2024 California State Legislative Calendar

RESOLUTION NO. 04-2024

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE
AMADOR VALLEY TRANSIT AUTHORITY ADOPTING THE
2024 LEGISLATIVE PROGRAM**

WHEREAS, the California Legislature and the U.S. Congress have convened their current legislative sessions in late 2022 and early 2023, 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 2024 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 2024 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 5th day of February 2024.

BY _____
Melissa Hernandez, Chair

ATTEST _____
Christy Wegener, Executive Director

FEDERAL	
Goal or Principle	Strategy
1) Protect Existing and Enhance Future Transportation Funding Sources	Advocate that Congress appropriate full amounts authorized by law for FY 2024-25, 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.
	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.
	Support efforts spearheaded by the California Transit Association to 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.
2) Enhance public transit’s role in addressing climate change and air quality issues	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.
	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.
3) Leverage Support from and with Partners to Promote Mobility, Improve Service Productivity, and Enhance Regional Leadership	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.
	Support federal policies that enable technological innovations to improve safety and mobility, including connected and automated vehicle (CV/AV) deployment, and mobility on demand.

STATE	
Goal or Principle	Strategy
1) Protect Current and Enhance Future Transportation Funding Sources	Advocate for FY 2024-25 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.
	Engage with the California State Transportation Agency Transit Transformation Task Force, and monitor development of any new legislation to update the Transportation Development Act and related statutes concerning public transportation revenues and associated requirements.
	Ensure any new legislation and regulations do not create new unfunded mandates on transit agencies.
	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.
2) Enhance Operating Conditions to Support Safety and Performance Goals	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.
	Support efforts to enhance transit industry workforce recruitment and training efforts.
3) Enhance Public Transit’s Role in Addressing Climate Change and Air Quality Issues	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 on transit agencies transitioning to ZEB technology.
4) Leverage Support from and with Partners to Promote Mobility, Improve Service Productivity, and Enhance Regional Leadership	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.

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.
	Partner 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.
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.
	Continue to develop 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 transit operators in Eastern Alameda County and Contra Costa County), if appropriate, and work together on regional programs and initiatives of mutual interest.
	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.

2024 TENTATIVE LEGISLATIVE CALENDAR

COMPILED BY THE OFFICE OF THE ASSEMBLY CHIEF CLERK AND THE OFFICE OF THE SECRETARY OF THE SENATE
Revised 11-1-22

DEADLINES

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

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

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

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

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

- Jan. 1** Statutes take effect (Art. IV, Sec. 8(c)).
- Jan. 3** Legislature reconvenes (J.R. 51(a)(4)).
- Jan. 10** Budget must be submitted by Governor (Art. IV, Sec. 12(a)).
- Jan. 12** Last day for **policy committees** to hear and report to **fiscal committees** fiscal bills introduced in their house in the odd-numbered year (J.R. 61(b)(1)).
- Jan. 15** Martin Luther King, Jr. Day.
- Jan. 19** Last day for any committee to hear and report to the **Floor** bills introduced in that house in the odd-numbered year. (J.R. 61(b)(2)).
Last day to submit **bill requests** to the Office of Legislative Counsel.
- Jan. 31** Last day for each house to pass bills introduced in that house in the odd-numbered year (J.R. 61(b)(3)) (Art. IV, Sec. 10(c)).

- Feb. 16** Last day for bills to be **introduced** (J.R. 61(b)(4), J.R. 54(a)).
- Feb. 19** Presidents' Day.

- Mar. 21** **Spring Recess** begins upon adjournment (J.R. 51(b)(1)).
- Mar. 29** Cesar Chavez Day observed.

- Apr. 1** Legislature reconvenes from **Spring Recess** (J.R. 51(b)(1)).
- Apr. 26** Last day for **policy committees** to hear and report to fiscal committees **fiscal bills** introduced in their house (J.R. 61(b)(5)).

- May 3** Last day for **policy committees** to hear and report to the Floor **nonfiscal** bills introduced in their house (J.R. 61(b)(6)).
- May 10** Last day for **policy committees** to meet prior to May 28 (J.R. 61(b)(7)).
- May 17** Last day for **fiscal committees** to hear and report to the **Floor** bills introduced in their house (J.R. 61 (b)(8)).
Last day for **fiscal committees** to meet prior to May 28 (J.R. 61 (b)(9)).
- May 20-24** **Floor session only.** No committee may meet for any purpose except for Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees (J.R. 61(b)(10)).
- May 24** Last day for each house to pass bills introduced in that house (J.R. 61(b)(11)).
- May 27** Memorial Day.
- May 28** Committee meetings may resume (J.R. 61(b)(12)).

*Holiday schedule subject to final approval by Rules Committee.

2024 TENTATIVE LEGISLATIVE CALENDAR

COMPILED BY THE OFFICE OF THE ASSEMBLY CHIEF CLERK AND THE OFFICE OF THE SECRETARY OF THE SENATE
Revised 11-1-22

JUNE							
	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						

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

June 27 Last day for a legislative measure to qualify for the Nov. 5 General Election ballot (Elections Code Sec. 9040).

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

July 3 Last day for **policy committees** to meet and report bills (J.R. 61(b)(13)).

Summer Recess begins upon adjournment, provided Budget Bill has been passed (J.R. 51(b)(2)).

July 4 Independence Day.

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

Aug. 5 Legislature reconvenes from **Summer Recess** (J.R. 51(b)(2)).

Aug. 16 Last day for **fiscal committees** to meet and report bills (J.R. 61(b)(14)).

Aug. 19 – 31 Floor session only. No committee may meet for any purpose except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees (J.R. 61(b)(15)).

Aug. 23 Last day to **amend** bills on the Floor (J.R. 61(b)(16)).

Aug. 31 Last day for each house to pass bills (Art. IV, Sec 10(c), J.R. 61(b)(17)).

Final Recess begins upon adjournment (J.R. 51(b)(3)).

IMPORTANT DATES OCCURRING DURING FINAL RECESS

2024

- Sept. 30 Last day for Governor to sign or veto bills passed by the Legislature before Sept. 1 and in the Governor's possession on or after Sept. 1 (Art. IV, Sec. 10(b)(2)).
- Oct. 2 Bills enacted on or before this date take effect January 1, 2025. (Art. IV, Sec. 8(c)).
- Nov. 5 General Election.
- Nov. 30 Adjournment *sine die* at midnight (Art. IV, Sec. 3(a)).
- Dec. 2 2025-26 Regular Session convenes for Organizational Session at 12 noon. (Art. IV, Sec. 3(a)).

2025

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

*Holiday schedule subject to final approval by Rules Committee.