

Memorandum

DATE: May 13, 2025

TO: AC Transit

FROM: Murphy McCalley, Board Member

RE: CTA 2025 Legislative Conference

I attended the California Transit Association (CTA) 2025 Legislative Conference held in Sacramento May 7-9. Two activities took place during the conference. Transit agencies were encouraged to hold meetings with their local state elected officials to seek support for additional funding and key legislation. Secondly, there were panels of experts assembled to discuss the situation in the capital related to transit agencies funding.

- **Legislator Meetings:** I participated in several meeting with members of our local delegation. Meetings were held with Senator Aisha Wahab, Assemblymember Alex Lee, and Senator Jesse Arreguin. We shared our appreciation for their support of transit, and updated them on our projected financial picture, and actions taken. We sought their support for transit funding, specifically SB 63 and the proposed \$2 billion in state bail out funding.

- **Panel Discussions:**

Toks Omishakin, Secretary of Transportation spoke about CalSta. He stressed the advances made under the Cap-and-Trade program and plans to release \$1 billion in transit funding from the May budget revision. Under SB 125 a total of \$12 billion in TRCIP funding has funded 153 projects. Also, the CalITP bank cards have been adopted by 87 agencies. He also stressed the economic benefits that investing in transit have help realize California's \$4.1 trillion GDP (making it the 4th largest economy in the world).

- **Advocacy Panel:**
A panel discussion was held to discuss the status of the State budget and legislation supporting transit and the prospects for state funding.

CTA sponsored bills included:

SB 71 to make transit exemption on CEQA for bus shelters, ferry terminals and transit operations.

SB 752 – ZEB sale and use tax exemption extended to 2028. Could save \$40-\$70k per bus.

AB 394 – Transit safety. Allows transit agencies to obtain a restraining order banning someone from the entire system. Labor is supportive of this bill.

It was stressed that the Governor is pushing for early negotiations on the reauthorization of the Cap-and-Trade program. The current program expires in 2030.

At the federal level, we should focus on continued IIJA Baseline funding, maintain the local match level, buy America flexibility, and changes to the useful life and spare ratios requirements.

Also, the Federal Transit Administration (FTA) clarified that they plan to certify grants over the 13c provision protest triggered by the PEPR law in California.

Conclusion:

Overall, it was a very productive conference with important face-to-face meetings with our legislators and the information exchanged among the attendees and panelist.