



State Legislative Committee Meeting Agenda

September 19, 2024
2:00 p.m. – 3:00 p.m.

Agenda Items

Recommended Action

1. Welcome and Roll Call	
2. Overview of Committee Role and Committee Policies	Information
3. Update on 2023-24 Legislative Session	Information
4. Initial Discussion: 2025 State Legislative Program	Discuss
5. Reminders	
6. Other Business	
7. Association's Bill Matrix	
8. Adjourn	

**Adopted State and Federal Legislative Committee Policies
January 2024**

Prior to the beginning of every two-year Legislative Session, in the fall of the even numbered year, Association staff will solicit interest from Association members for participation on the Association's State and Federal Legislative Committees (Committees) via an online survey.

The Association Executive Committee Chair will, based on the solicitation survey, appoint the Chairs of the Committees. The appointed Chair of each of the Committees will then review the survey results with Association staff and nominate for the Executive Committee Chair's consideration a mix of members that considers a participant's membership and interest in other Association committees, and reflects the "diversity of agency size, diversity of viewpoints, appropriate expertise, and balance of geographical representation," as called for in the Association's adopted *Policies on Committees and Task Forces* as well demographic diversity as called for in the Association's adopted *Strategic Plan for 2023 to 2028*. The Chair of each of the Committees shall ensure that the ten permanent members of the Executive Committee, if interested, have representation on the Committees and that the Committees' membership shall not exceed 25 participants. The Chair of each of the Committees may however establish a committee with fewer than 25 members.

Additionally, the Legislative Committee will follow the protocols for attendance, participation, and recommending positions outlined in the *Policies on Committees and Task Forces*.

Specifically, as dictated in the *Policies on Committees and Task Forces*, the Chair of the Committees would:

1. Direct Association staff to maintain a list of people interested in serving on the Committees.
2. If warranted, instruct Association staff to, at the end of the two-year Legislative Session, solicit from each member of the Legislative Committee a review of the performance of the Committee and the respective Committee Chair.
3. As instructed in the *Policies on Committees and Task Forces*, adhere to the attendance requirements of the Executive Committee, which states that a vacancy is created if an appointed member fails to attend two consecutive meetings without the approval of the Chair, or the termination of the appointed member's association with the appointed agency (i.e. if the appointed member leaves an agency it does not automatically create a spot for the next person in line at that particular agency and/or if a member leaves their respective agency it does not assume a seat on the Legislative Committee at their new agency). If an appointed member of the

Committee is taking a period of leave (e.g., maternity, or paternity leave), but plans to return to the Committee, the Chair shall approve a temporary replacement for that agency with full voting privileges.

4. Consider allowing additional attendees from a represented agency at meetings of the Committee, but voting on issues shall be limited to appointed members of the Committees; if a member of the Legislative Committee will be absent for a meeting, that member may request the Chair postpone an agenda item until the next meeting or communicate the agency's position to the Chair via written communication.
5. Direct staff to periodically notify members of the Legislative Committee of their attendance on Legislative Committee calls.
6. Strive for consensus when adopting positions on legislation; when a consensus is not reached, a member may request, or the Chair may consider recommending the legislation to the Executive Committee for discussion and action.

Regarding 6 above, the Legislative Committee recognizes that "consensus" can mean different things. For example, often the Legislative Committees will approve policy positions with an overwhelming majority of its members in support of the position with one or two agencies abstaining or opposing. Sometimes, the agencies abstaining or opposing do not take issue with the recommended position of the Legislative Committee, and the position is adopted. In other circumstances, an agency may vehemently oppose the Association's recommended position and take issue with the Legislative Committees moving forward. In either circumstance a member of the Legislative Committee may request, or the Chair may decide, that the policy be elevated to the Executive Committee.

Finally, the Vice-Chair of each Legislative Committee shall serve on the Association's Program and Conference Committee (P&C Committee) and shall work with the P&C Committee and Association staff to identify, plan for, and secure topical breakout sessions in the appropriate conference tracks (e.g. *Policy, Innovation, and Customer Experience*).

2025 STATE LEGISLATIVE PROGRAM PROPOSAL

The California Transit Association is now accepting legislative proposals from Association members.

Legislative proposals will be evaluated by the Association's incoming State Legislative Committee and, if approved for inclusion in the 2025 State Legislative Program, could become Association-sponsored bills.

*To submit a legislative proposal, please complete the following form and return it to Legislative and Regulatory Advocate Alchemy Graham at alchemy@caltransit.org no later than close-of-business on **Friday, October 4**.*

All legislative proposals must be submitted with draft language attached. Proposals submitted without draft language will not be considered. All legislative proposals must be reviewed by your organization's legal counsel before this form is submitted.

1. Agency/Organization:

2. Name of contact person at your organization to whom all inquiries regarding the proposed legislative change can be directed:

3. Contact phone and email address:

4. Description of proposed amendment or legislation:

5. Existing code section(s) being amended or referenced:

6. Background and justification of need for change:

7. Anticipated impact on transit agencies throughout California, establishing broad need or benefit to the industry:

8. Anticipated financial impact on transit agencies throughout California:

9. Anticipated impacts on the following groups – Black, Indigenous, and/or people of color; people with disabilities; low-income households; disadvantaged communities; and/or other marginalized communities or communities facing disparities:

10. If the impacts of the proposed legislative change noted in Question #9 are negative, what provisions or strategies does your organization propose to mitigate them?

11. Suggested bill authors:

REQUIRED Attachment – Proposed Amendment to State Law (Bill Language)



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2024-2025 STATE LEGISLATIVE PROGRAM

The California Transit Association's **2024-2025** State Legislative Program is an integral part of making our vision a reality and is part and parcel of our mission to further the interests of public transportation as defined in the Association's 2023-2028 Strategic Plan.

The Association's Strategic Plan, which identifies advocacy as our top priority, sets our advocacy goal as follows:

Influence state and federal decision makers to enact policies and funding solutions supporting, expanding, developing, and advancing public transit.

The Association's Strategic Plan dictates our ongoing responsibilities as they pertain to our advocacy work as follows:

- *Protect existing transit operations and capital funds.*
- *Secure new sources of funding for transit operations and capital projects.*
- *Enhance public awareness of the essential nature of public transit and build support for increased transit funding.*
- *Ensure passage of transit legislation and regulations that support transit and defeat of those legislative and regulatory measures which impede transit's ability to meet the public's mobility needs.*
- *Ensure the passage of legislation and regulations does not create new unfunded mandates on transit agencies.*

To further refine the above responsibilities, the Association's Strategic Plan focuses our advocacy efforts from 2023 to 2028 on the following objectives:

- *Secure new transit operations funding to address the pandemic-induced looming fiscal cliff and support transit's recovery from the pandemic.*
- *Provide support to public transit agencies in the transition to zero-emission vehicles; address agency needs for recharging/ refueling infrastructure, maintenance facilities, etc.*
- *Update the Transportation Development Act (TDA).*
- *Enhance transit industry workforce recruitment and training efforts.*
- *Address driver and passenger safety and security concerns related to inappropriate behavior on transit vehicles and at stations; address the impact of unhoused persons on transit vehicles and at stations.*

**2024-2025 STATE LEGISLATIVE PROGRAM –
SUMMARY OF ACTION ITEMS**

The following summarizes the highest priority policy goals the California Transit Association will pursue in ~~2024~~2025, including sponsored legislation we will seek.

- **Transit Funding and Rebuilding Ridership:** Protect existing transit capital and operations funding and continue to pursue additional dedicated, formula funding for transit and rail agency operations, as well as resources to return riders to public transportation systems. The Association will also engage in any efforts to extend the Cap and Trade program beyond 2030 and advocate for the continuation and growth of dedicated resources from the program for transit agencies.
- **Transit Transformation Task Force:** ~~Continue to W~~ork with CalSTA, state agencies, transit agencies, regional partners, legislative committee staff, and other stakeholders in the Transit Transformation Task Force established by SB 125 (Committee on Budget and Fiscal Review) [Chapter 54, Statutes of 2023].
- **Protecting Transit Workers and Riders:** Pursue legislation to protect transit employees and passengers from assault and battery. Continue to work with the Transit Operator and Rider Safety Subcommittee to identify ~~additional~~ policy changes and best practices to protect transit workers and riders.
- **CEQA and Permit Streamlining:** Work with stakeholders on legislation to further refine existing CEQA statutory exemptions for rail & transit agencies and explore opportunities to expedite state and local permit reviews & approvals.
- **Zero-Emission Transit:** Monitor implementation of the Innovative Clean Transit regulation, the Commercial Harbor Craft regulation, the In-Use Locomotive regulation, the Low-Carbon Fuel Standard, the Clean Truck Check, and the Advanced Clean Fleets regulation, and work to ~~reduce the costs~~address the impacts associated with deploying ZEVs, including pursuing dedicated funding for zero-emission transit vehicle deployment and supportive infrastructure, engaging CARB through various forums, and potentially pursuing relief from the regulations.
- **Prioritizing Electricity for Transit Agencies:** Pursue legislation, as necessary, to ensure priority access to electricity for transit agencies during grid disruptions.
- ~~**Yield Signs on Transit Buses:** Pursue legislation to authorize transit agencies to equip transit buses with a yield-to-bus sign affixed on the left rear of the bus to ease reentry into traffic after making scheduled stops.~~
- **Homelessness:** ~~Continue to m~~Monitor implementation of AB 1377 (Friedman) [Chapter 728, Statutes of 2023]. Continue to work with the Transit Operator and Rider Safety Subcommittee identify additional policy changes and best practices to address homelessness on California transit systems.
- **Cap & Trade Funding:** Pursue additional dedicated funding from the Greenhouse Gas Reduction Fund (GGRF).
- **Driver Testing:** Work to improve driver testing, certification, and licensing timeframes.

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**20252024 STATE LEGISLATIVE PROGRAM –
ALL ACTION ITEMS**

The following summarizes all policy goals the California Transit Association will actively pursue in **20252024**, whether through sponsoring legislation or in supporting the work of other groups. These are a mix of our existing goals and new items added for **20252024**.

RESPONSIBILITY: Protect existing transit operations and capital funds.

A. The Association will **continue its participation** participate in the Transit Transformation Task Force **with stakeholders** to develop recommendations for transit ridership recovery and structural reforms to state transit funding and performance metrics.

SB 125 (Committee on Budget and Fiscal Review) [Chapter 54 Statutes of 2023] requires the California State Transportation Agency, on or before January 1, 2024, to establish and convene a Transit Transformation Task Force comprised of representatives from transit agencies, academic institutions, nongovernmental organizations, and other stakeholders. [The Task Force was constituted in December 2023.](#) SB 125 further requires the Task Force, to prepare and submit a report of findings and policy recommendations, based on the Task Force's efforts, to the appropriate policy and fiscal committees of the Legislature on or before October 31, 2025. SB 125 requires the report to include a detailed analysis of various issues and recommendations on a variety of transit-related topics, including, among others, transit ridership recovery, long-term funding for transit agencies, and Transportation Development Act (TDA) reform.

~~With respect to TDA reform, specifically, SB-125 creates a state-level body and process for completing the work of the Association's TDA Reform Task Force, which began in early 2019 in response to outreach from then-Senate Transportation Committee Chair Jim Beall (D-San Jose) and then-Assembly Transportation Committee Chair Jim Frazier (D-Antioch).~~

~~Throughout fall 2023, the Association will work with the State Legislative Committee to develop a recommended process for consideration by the Executive Committee for nominating Association members to the Transit Transformation Task Force, with the goal of ensuring that the geographic, size and modal diversity of our member agencies is well-represented on the Task Force and with the intent of coordinating our industry's engagement and positions on the Task Force. Additionally, the Association will work with the State Legislative Committee throughout fall 2023 to develop a recommended process for constituting an advisory body on topics, including TDA reform, transit ridership recovery, and long-term funding. This advisory body would provide counsel and direction to Association staff on these substantive policy matters. These recommended processes will be presented to the Executive Committee as part of the adoption of the 2024 State Legislative Program.~~

Throughout In-2024, the Association, through representation by Association staff and in coordination with member agencies, will participate regularly in the Transit Transformation Task Force to support any data collection efforts led by CalSTA's data collection needs and to inform the recommendations developed by the Task Force on topics, including, but not limited to, transit ridership recovery, long-term funding for transit agencies, and TDA reform. The Association's participation on the Task Force, and the positions we articulate in Task Force meetings, is supported by the Association's internal Transit Transformation Advisory Committee, which was established by the Executive Committee in February 2024. In 2025, the Association will continue to participate on the Task Force through Association staff and members, as

directed by the Transit Transformation Advisory Committee.

B. Protect existing State transit funds, including the General Fund moneys appropriated in [SB 108 \(Wiener\) \[Chapter 35, Statutes of 2024\]](#), [SB 109 \(Wiener\) \[Chapter 36, Statutes of 2024\]](#), [AB 102 \(Committee on Budget\) \[Chapter 38, Statutes of 2023\]](#), SB 1 (Beall and Frazier) [Chapter 5, Statutes of 2017] funding, TDA, PTA, and Cap & Trade revenues for transit, from being eliminated, terminated, shifted or otherwise used for non-transit purposes, without specific repayment terms, and restore or obtain repayment of all previous loans or shifts of transit funds.

The Association will advocate for the maintenance of existing transit funding sources committed to transit capital and operations in the FY [2023-24](#)~~2024-25~~ and FY [2022-23](#)~~2023-24~~ State Budgets and through Senate Bill 1. The Association will partner with local government, the environmental community, and other interested transportation stakeholders, among others, and form coalitions advocating for protection of transit funding. In 2024, previously committed SB 125 funding was at risk of being cut and minimal new transit funding was available because of the state's significant budget deficit. Anticipating another, albeit lesser, budget deficit in FY 2025-26, the Association will advocate for maintenance of these and all other public transit funds as well as the release of this funding on the timelines prescribed in statute. The Association will also closely monitor the implementation of SB 125 and AB 173 (Committee on Budget) [Chapter 56, Statutes of 2024], the transportation trailer bill included in the Budget Act of 2024, engage in the guideline development process this bill initiates, and seek legislative fixes should any issues arise.

C. Preserve the relative share of Cap & Trade revenues for public transit established in 2014 legislation and explore flexibility regarding the use of existing Cap & Trade revenues.

There is an expectation that, in the coming Legislative Session, the Governor and the Legislature will set out to extend the Cap and Trade program beyond 2030. The Association will work to protect the existing long-term Cap & Trade revenue allocated to transit in SB 862 (Committee on Budget and Fiscal Review) [Chapter 36, Statutes of 2014] through the Low-Carbon Transit Operations Program (5 percent) and the Transit and Intercity Rail Capital Program (10 percent) and support continued appropriations of Cap & Trade funds to the Low Carbon Transportation program to be used for transit and the Zero-Emission Transit Capital Program, consistent with SB 125. Should changes be made to the overall expenditure plan for continuously appropriated Cap & Trade revenues, the Association will work to ensure an equal, if not greater, amount of revenue is dedicated to transit.

D. Monitor implementation of the Governor's executive orders to address climate change through transportation investments.

Executive Order N-19-19 directs the California State Transportation Agency (CalSTA) to invest its annual portfolio of \$5 billion toward construction, operations, and maintenance to help reverse the trend of increased fuel consumption and reduce greenhouse gas emissions associated with the transportation sector. CalSTA, in consultation with the Department of Finance, is also directed to align transportation spending, programming, and mitigation with the state's climate goals.

Executive Order N-79-20 states that it shall be the goal of California that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. The order further directs Caltrans and the California Transportation Commission, in consultation with the Department of Finance and other State agencies to "identify near term actions and investment strategies to improve clean transportation, sustainable freight and transit options...including building towards an integrated, statewide rail, and transit network." The Executive Orders led CalSTA to develop Climate Action Plan for Transportation Infrastructure (CAPTI) in 2021 with input from a variety of stakeholders. The Plan details how the state proposes to use discretionary transportation funds to "combat and adapt to climate change while supporting public health, safety and equity."

CalSTA will release an updated CAPTI plan in 2025 and has been hosting workshops in throughout 2024. The Association ~~will~~ will continue to monitor monitor and engage in the implementation of CAPTI, including the update to the plan, to ensure it is implemented in a manner that maximizes benefits to transit agencies,

while working to ensure state and federal funds are made available to achieve the goals outlined in the plan.

E. Support efforts to implement the Infrastructure Investment and Jobs Act in California and, if necessary, assist the Federal Legislative Committee in securing a surface transportation reauthorization bill with the best outcomes for transit.

RESPONSIBILITY: Secure new sources of funding for transit operations and capital projects and enhance public awareness of the essential nature of public transit and build support for increased transit funding.

A. Advocate for additional state funding to address transit and rail agencies' operating needs and return riders to transit systems.

The COVID-19 pandemic dramatically reduced state and local transit revenue sources and increased the cost of transit operations, threatening the viability of public transit in the short and long-term. At the same time, the pandemic also undermined transit ridership and emphasized the importance of transit agencies exploring new strategies and investments to regain and expand their place in California's transportation network. Despite success in securing and maintaining flexible funding in the FY ~~2024-25~~²⁰²³⁻²⁴ State Budget to address operations funding needs, additional operations funding is still necessary to maintain and expand service. Acknowledging the state's budget outlook; the Association will continue to seek additional short-term operations funding, where able, through a range of revenue options established by the Association's Transit Operations Funding Subcommittee and pursue through the Transit Transformation Task Force mechanisms for additional long-term operations funding.

B. Advocate for additional state funding and flexibility to support the transition to zero-emission transit vehicles across all modes.

The Association will continue to advocate to ensure funding is approved by the State Legislature for the Clean Truck, Bus, and Off-Road Equipment Program – which includes, but is not limited to the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) and Clean Off-Road Equipment Voucher Project (CORE) – and emerging opportunities to support zero-emission transit vehicle deployment and the California Energy Commission's various clean transportation programs that support zero-emission transit vehicle infrastructure buildout. For HVIP and the CEC Clean Transportation Programs, specifically, the Association will advocate for an increase in the amount of funding available to transit agencies overall, including through the appropriation of new funding to the transit set-asides, and for an increase in transit vehicle voucher amounts to address the increasing cost of transit vehicles, to re-establish the funding set-asides that specifically and exclusively advantage transit agencies. The Association will also continue to ~~advocate for the inclusion of robust funding for zero-emission transit vehicles and infrastructure in the state's pending climate and resources bond.~~ Additionally, the Association will continue to engage on HVIP and TIRCP guidelines to better align these programs and their requirements to reflect the needs and limitations of transit agencies and, thus, increase the share of funding available to transition to zero-emission buses.

C. Support new local government funding options to support transit and infrastructure near transit.

The Association supports new local funding tools enabling local governments to maintain and expand transit service and promote infrastructure, including affordable housing, near public transit. These tools could come in the form of changes to Infrastructure Financing District law, the creation of new tax-increment financing tools, CEQA incentives for development closer to transit stations, lower voter-thresholds for special taxes or fees, and sub-regional initiatives for local sales tax measures, authority for transit agencies to develop projects on their own property, and the inclusion of transit-oriented development projects in new housing programs.

D. Seek resources to assist transit agencies in managing homelessness.

The Association will monitor implementation of AB 1377 (Friedman) [Chapter 728, Statutes of 2023]. Through the Transit Operator and Rider Safety Subcommittee, the Association will continue to work to identify funding models and sources, which can be used by transit agencies to combat homelessness on their systems and will work the Legislature and the Administration to such funding. ~~Additionally, the Association will seek to expand the Project HomeKey program to require consideration of transit availability for future project sites.~~

E. Advocate for resources to help transit agencies recruit, retain, and train employees.

~~In the last three years both the The State and federal government have made landmark investments in transit in recent years, however, labor shortages in transit operations and maintenance could severely continue to undercut the benefits of these investments. There has been a dire shortage of transit bus drivers and bus maintenance positions for years, exacerbated by the fiscal cliffs that many transit agencies are facing. In a 2022 survey by APTA, 71% of transit agencies reported that they have either had to cut services or delay service increases because of worker shortages. Nearly all responding agencies indicated that they face challenges hiring new employees.~~

To address this issue, the Association will advocate for programs and new state resources to fund existing transit workforce development programs or establish new training programs, through pilots or other means, in community colleges to ensure a strong pool of skilled transit workers for the future.

RESPONSIBILITY: Ensure passage of transit legislation and regulations that support transit and defeat of those legislative and regulatory measures which impede transit's ability to meet the public's mobility needs, and ensure the passage of legislation and regulations does not create new unfunded mandates on transit agencies.

A. Sponsor legislation to better protect transit agency operators, employees and passengers.

The Association, in collaboration with its Transit Operator and Rider Safety Subcommittee, will work with transit labor representatives to secure legislation to enhance penalties for individuals convicted of crimes that harm a transit agency's workforce and passengers, and provide transit agencies with additional tools to prohibit violent passengers from entering transit facilities. The Association will also seek additional input on what practices agencies can implement to better deter unruly passengers and protect workers & passengers.

A. Identify and pursue legislative and regulatory strategies to reduce the cost of compliance with address the impacts of the Innovative Clean Transit regulation, Commercial Harborcraft Harbor Craft regulation, and In-Use Locomotive regulation, Clean Truck Check, and Low Carbon Fuel Standard on public transit agencies.

The Association will continue to educate the Legislature, CARB, the Public Utilities Commission (PUC) and the California Energy Commission on the real-world costs and experiences of transit agencies deploying zero-emission transit vehicles. More specifically, the Association will continue to work with its Executive Committee and ZEV Task Force to identify and pursue legislative and regulatory strategies to relieve the financial and operational pressure of reduce the costs associated with deploying ZEVs and complying with state regulations. This work will include continued engagement with CARB on the ICT regulation's Phase II Comprehensive Review; participation in the soon-to-be established ICT working group at CARB, intended to review the implementation status of the Innovative Clean Transit (ICT) regulation, evaluate barriers to transit agencies' short- and long-term compliance with the regulation, and develop state-level strategies to support California transit agencies in transitioning to zero-emission transit bus technologies, including potentially, modifications to the ICT regulation; and, introducing legislation to extend AB 2622 (Mullin) [Chapter 353, Statutes of 2022] and, thus, maintain the sales and use tax exemption for zero-emission transit buses. This work may also include engagement with CARB on the Low Carbon Fuel Standard to ensure that transit agencies are able to maximize their credit generation from the program.

Additionally, the Association will continue to engage with CARB on the Clean Truck Check and its undue inclusion of the public transit industry in its requirements. The Association will continue to work with its Maintenance Committee to determine the effects of these new requirements and uplift concerns to CARB about the financial and maintenance burdens created for agencies as a result of the regulation.

B. Work with stakeholders on legislation that would further refine California's statutory CEQA exemptions for public transit & active transportation projects, and support efforts to streamline state & local permitting processes for transit projects.

In previous legislative sessions, the Association sponsored/co-sponsored and supported measures to streamline environmental & judicial reviews, as well as expand transit priority on local streets and roads and state highways, including SB 288 (Wiener) [Chapter 200, Statutes of 2020], SB 1283 (Beall, 2020), AB 476 (Mullin, 2021), AB 917 (Bloom) [Chapter 350, Statutes of 2021], SB 922 (Wiener) [Chapter 987, Statutes of 2022], SB 149 (Caballero) [Chapter 60, Statutes of 2023], and AB 2503 (Lee) [Chapter XX, Statutes of 2024]. The Association will continue to collaborate with stakeholders and legislative leaders to advocate for inclusion of transit projects within statutory CEQA exemptions, where applicable.

BC. Monitor and pursue, as necessary, regulatory and legislative solutions to reduce the cost of electricity and hydrogen procured by transit agencies, and to ensure the reliability of these energy sources.

To address the high cost of electricity and hydrogen as a fuel, the Association will continue to work with its ZEV Task Force to monitor the implementation of new commercial electricity vehicle rates, approved by the PUC in 2018 and 2019, and will engage the PUC to ensure that approved rate designs reduce the cost of operating battery-electric buses and are extended, as appropriate. Additionally, the Association will engage with the CEC to develop and implement strategies for reducing the high cost of hydrogen as a fuel. -

~~Despite AB 463 (Hart) failing to move forward in 2023, the Association will pursue legislation, as necessary, to ensure electricity is prioritized for transit agencies.~~ As public transit agencies statewide replace their vehicles, rolling stock, and vessels with all-electric fleets, the Association has heard concerns from transit agencies about the ability to maintain service during public safety driven power shutoffs and rolling blackouts. The Association will take appropriate legislative or regulatory action to advocate for public transit priority during situations of widespread power loss.

CD. Work to improve driver testing, certification, and licensing processes.

The Association will continue to work with the California State Transportation Agency, Department of Motor Vehicles, and other relevant state entities on driver testing, certification, and licensing, and pursue legislation or new funding, if appropriate, to improve the time it takes to deploy new bus operators. These efforts will continue to be focused, in part, on addressing the challenges related to transit agencies meeting the 10-test rule for the Employer Testing Program ~~to build on efforts that began in 2024.~~

~~In 2022, the Association drafted and sent a letter to the Department of Motor Vehicles offering a series of recommendations to alleviate the shortage in transit operators. These recommendations included expediting commercial licensing, and pursuing state funding for additional courses, appointments, and online webinars to allow for recertification of Examiners.~~

D. Support transportation efforts to improve enforcement and driver safety.

~~The Association will pursue legislation to authorize crimes committed against transit employees, generally, to be charged as felonies or misdemeanors, punishable by a fine of no more than \$10,000, or a combination of the two, depending on whether an injury is inflicted.~~

~~Additionally, the Association will continue to work with the Transit Operator and Rider Safety Subcommittee to explore new ideas and support member agencies as they work to improve the enforcement of violations on transit systems or those that may impact transit service. The Subcommittee is also exploring ways,~~

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~~including statutory changes, to better protect transit vehicle operators.~~

E. Support alternative procurement methods and measures that improve the construction of transit capital projects and encourage development near transit.

The Association supports state policy objectives and legislation that enable transit agencies to use alternative procurement methods, such as design-build, construction manager/general contractor, and job order contracting, to help streamline construction & maintenance and reduce costs. The Association also supports efforts that allow local governments to maintain and expand transit service and promote infrastructure, including affordable housing, near public transit. ~~Finally, the Association will support legislation and policies at both the state and federal level that streamline federal, state, and local permitting processes and requirements, and that reduce the costs of obtaining permits, particularly from other local agencies that stand to benefit from a project's completion.~~

~~F. Support efforts to assist public transit buses when returning to traffic after scheduled stops and further improve transit bus services.~~

~~The Association supports efforts that facilitate safer operating maneuvers that also may further enhance transit services. The Association will pursue legislation to authorize public transit agencies statewide to affix "yield-to-bus" signs on the left rear of transit buses to reduce service delays because of the inability to quickly merge back into traffic after scheduled bus stops.~~

~~G. Support efforts to increase and enhance transit priority on shared transportation infrastructure and defeat efforts that impede fast, frequent, and reliable transit service.~~

~~In previous legislative sessions, the Association sponsored/co-sponsored measures to expand transit priority on local streets and roads and state highways, including SB 288 (Wiener) [Chapter 200, Statutes of 2020], SB 1283 (Beall, 2020), AB 476 (Mullin, 2021), AB 917 (Allen) [Chapter 350, Statutes of 2021], SB 922 (Wiener) [Chapter 987, Statutes of 2022], and we have been actively engaged to support through administrative guidance further improvements to shared infrastructure to improve transit travel times, frequency and reliability.~~

~~The Association will continue to support efforts—whether they be legislative or administrative—to increase and enhance transit priority on shared transportation infrastructure. We will also work to defeat efforts that impede fast, frequent, and reliable transit service.~~

~~H. Continue to Monitor PEPRA 13(c)-Related Litigation, and engage where necessary.~~

The Association will continue to monitor developments regarding Public Employees' Pension Reform Act of 2013-related objections to the certification of federal transit grants for California as well as the effects of the final judgement issued by the Appellate Court remanding the case to the District Court.

Additionally, the Association will engage the Newsom Administration and California State Legislature to urge their engagement with the next Presidential Administration to highlight the devastating impacts of the United States Department of Labor's policy on California transit agencies and seek relief from its implementation. status of the litigation filed by the Amalgamated Transit Union in response to the United States Department of Labor's certification of transit grants over Public Employees' Pension Reform Act of 2013-related objections.

~~I. Monitor and support efforts to advance racial and social justice, transportation equity, and workforce equity through state transportation policy.~~

The Association will implement the recommendations of the *Actions for a More Equitable, Inclusive, and Diverse Association* report by reviewing and engaging on state transportation policy intended to advance racial and social justice and transportation equity, and workforce equity. Such policy may relate to issues, including but not limited to, transit access and affordability, policing, workforce development and training, and zero-emission technologies.

~~J. Support efforts to implement the Infrastructure Investment and Jobs Act in California and, if necessary, assist the Federal Legislative Committee in securing a surface transportation reauthorization bill with the best outcomes for transit.~~

~~The Association will continue to participate in state, legislative, and regulatory efforts to ensure appropriate implementation of the Infrastructure Investment and Jobs Act at the state level.~~

~~K. The Association will work with legislative leadership, the Governor, and other groups to advocate that any reforms to the CEQA process advantage public transit projects, including bicycle, pedestrian, and TOD projects, and will monitor closely the implementation of SB 146 (Gonzalez) [Chapter 58, Statutes of 2023], SB 149 (Caballero) [Chapter 60, Statutes of 2023], and SB 922 (Wiener) [Chapter 987, Statutes of 2022], and AB 2503 (Lee) [Chapter XX, Statutes of 2024].~~