

2025 Legislative Update

Receive Update on State and Federal Legislation

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2025 Legislative Update

GCTD is a member of the following transit advocacy associations:

- California Transit Association (CTA)
- California Association for Coordinated Transportation (CalACT)
- American Public Transit Association (APTA)

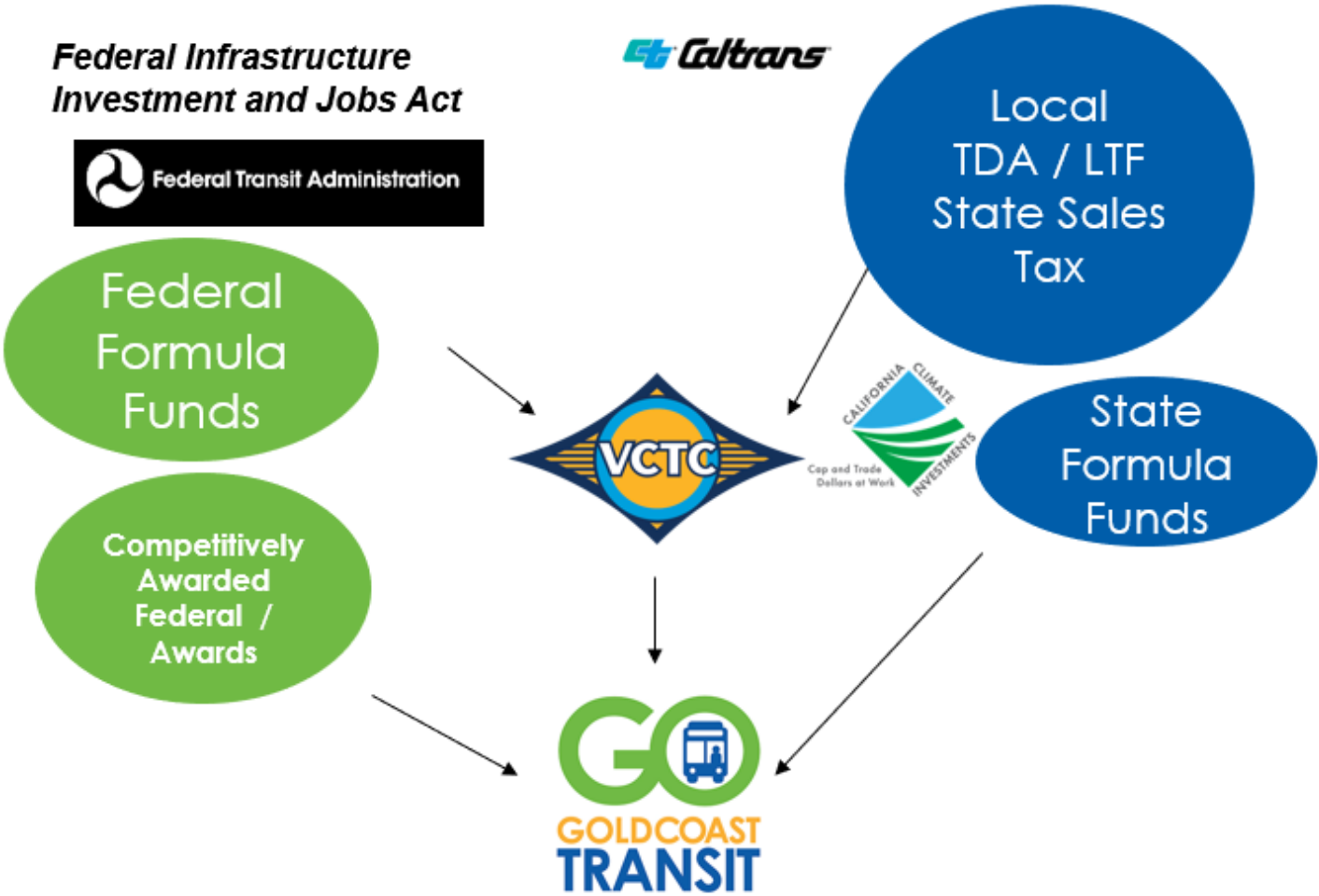
State and Federal Transit Associations Provide Legislative Advocacy on behalf of public transit providers – ensuring funding needed to keep operations going.

GCTD Staff Participate in various Association Committees to provide input to associations and stay up to date on legislation that could impact GCTD.

- Examples: Small Operators Committee, Executive Committee, Operations Committee, Zero Emissions Committee, Finance Committee, IT Committee, Marketing Committee, etc.



How State and Federal Legislation Impacts GCTD

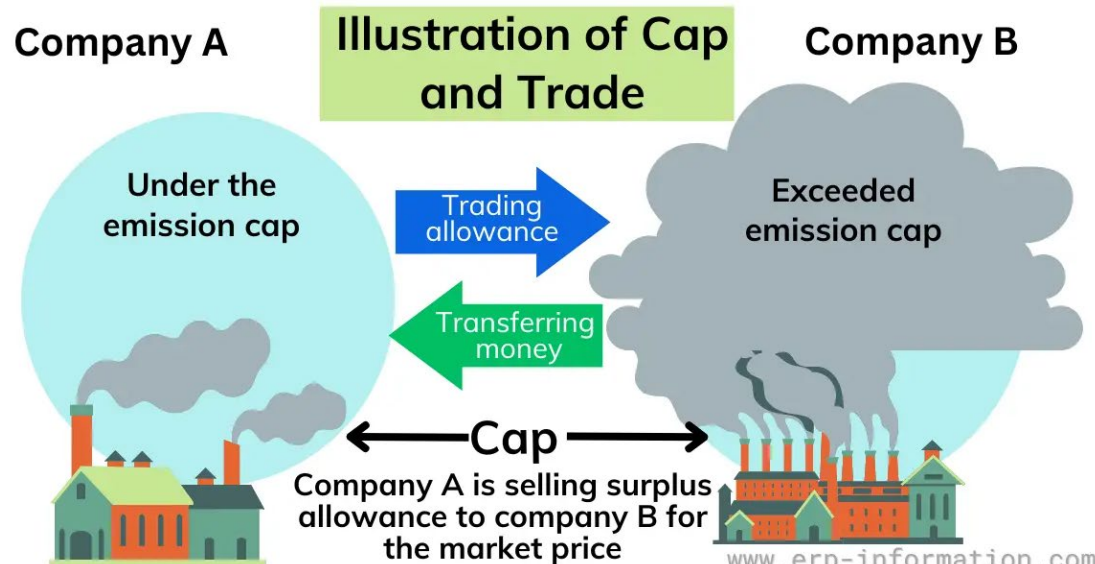


State and Federal Funding = 85% of budget

State Budget Outlook



- The Governor's proposed FY 2025-26 budget moves the state one step closer to fully funding the SB 125 program - by advancing the planned and final \$1 billion investment in the TIRCP. This proposal, should it be approved for inclusion in the Budget Act of 2025
- Association's priorities include support for increasing Cap-and-Trade reauthorization. "Cap and Trade" funds LCTOP and TIRCP programs, and Ventura County benefits by using these funds for:
 - Youth Ride Free Program
 - Route 23 (Ventura Route), Route 21, Route 22
 - New Vehicles and Buses
 - Used as Match for Federal Transit (Operations etc)



2025 State Bills



February 21, 2025 marked the deadline for state legislators to introduce bills in the first year of the 2025-26 Legislative Session.

Three bills were Sponsored/Co-Sponsored by CTA including

SB 71 (Wiener) CEQA Exemptions for Transit Projects (Co-Sponsor)

This bill would make permanent the statutory California Environmental Quality Act (CEQA) exemptions for transit & active transportation projects that significantly advance the state's climate, safety, and public health goals, while improving access and mobility options. The CTA is co-sponsoring this bill with SPUR, the Bay Area Council, and LA Metro. **Status:** This bill was referred to the Senate Environmental Quality Committee and the Senate Transportation Committee on January 29th.

2025 State Bills

SB 752 (Richardson) Zero-Emission Bus Sales Tax Exemption Sunset Extension (Sponsor)

This bill would extend from January 1, 2026, to January 1, 2028, the partial sales and use tax exemption for zero-emission buses (ZEBs) first established in 2019 and subsequently renewed in 2022. **Status:** Introduced on February 21st.

AB 394 (Wilson) Enhanced Penalties for Transit Employee Assaults (Co-Sponsor)

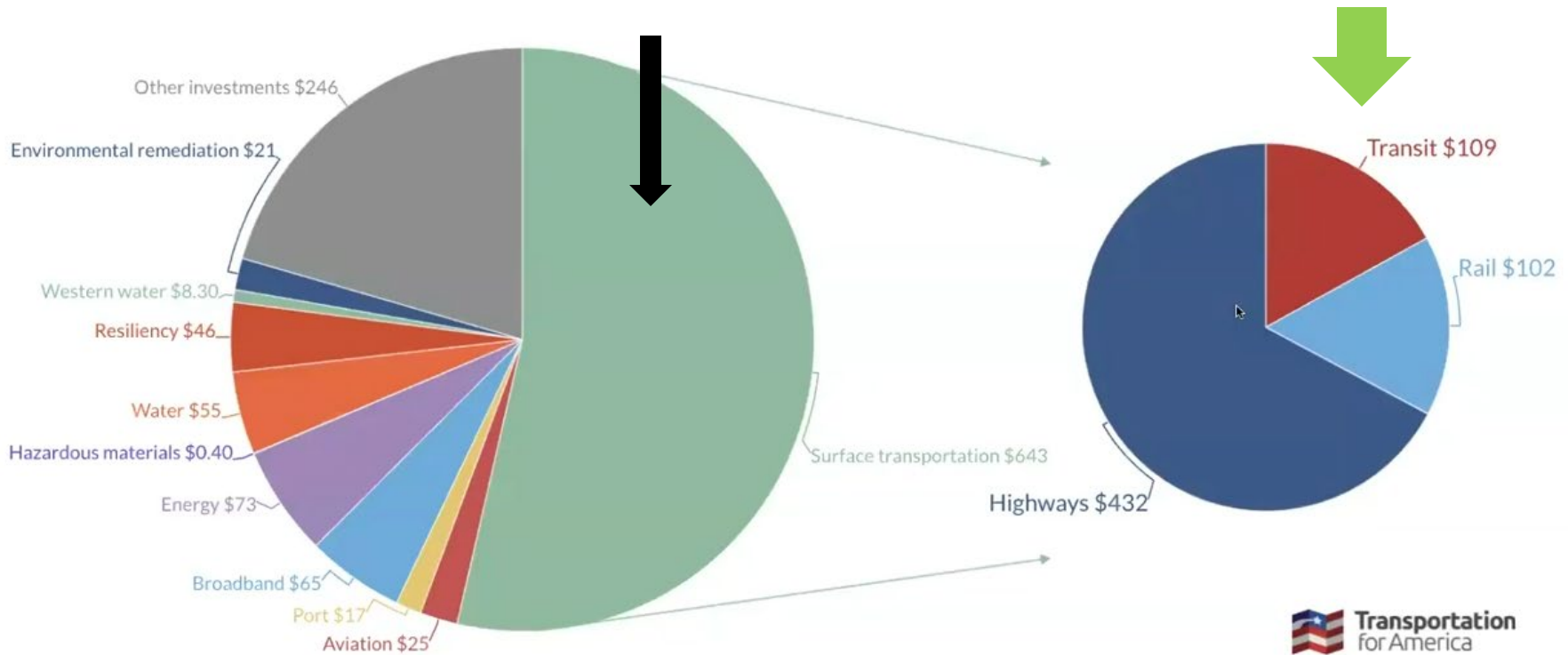
This bill would promote safer transit environments for both riders and workers by expanding existing law to protect all transit employees against assaults and by also permitting transit agencies to seek a court-ordered prohibition order against someone convicted of assault, if the court finds that the individual in question continues to pose a threat. The Association is co-sponsoring this bill with the Teamsters, the California Conference Board of the Amalgamated Transit Union (ATU), and SMART-TD.

Status: This bill was referred to the Assembly Public Safety Committee on February 18th.

Federal Transportation Reauthorization

- **Surface Transportation Funding Reauthorization Takes place every 4-5 years**
- **Origin -- 1982 -- Federal Funding - Funded by 1% per gallon gas tax**
- **Current bill -- 2021 Infrastructure Investment and Jobs Act - Expires 2026**

SURFACE TRANSPORTATION FUNDING



EXECUTIVE ORDERS AND OTHER EXECUTIVE ACTIONS THAT IMPACT PUBLIC TRANSPORTATION

Since January 20, President Trump has issued more than 100 Executive Orders, Memoranda, and Proclamations. Many of these directives, together with U.S. Department of Transportation (DOT) actions, directly impact the public transportation industry.

Executive Orders and other directives could impact our applications for future competitive grants, which include priorities including:

- No funding for diversity, equity, inclusion, Green New Deal, etc
- Prioritize user-pay models (except not “congestion pricing”)
- Direct Funding to Local Opportunity Zones (includes Oxnard)
- Give Preference to communities with marriage and birth rates higher than national average
- Prohibit imposing vaccine or mask mandates'
- Require local compliance or corporate with Federal Immigration Enforcement and with other goals and objectives specified by the President

Staff reductions at Federal Transit Administration Offices (including Region 9 (SF/LA Office) could impact the processing of federal grants.

EXECUTIVE ORDERS AND OTHER EXECUTIVE ACTIONS THAT IMPACT PUBLIC TRANSPORTATION



Majority of GCTD Federal Funding is formula based, probably lower risk of cuts.

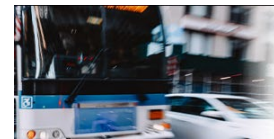
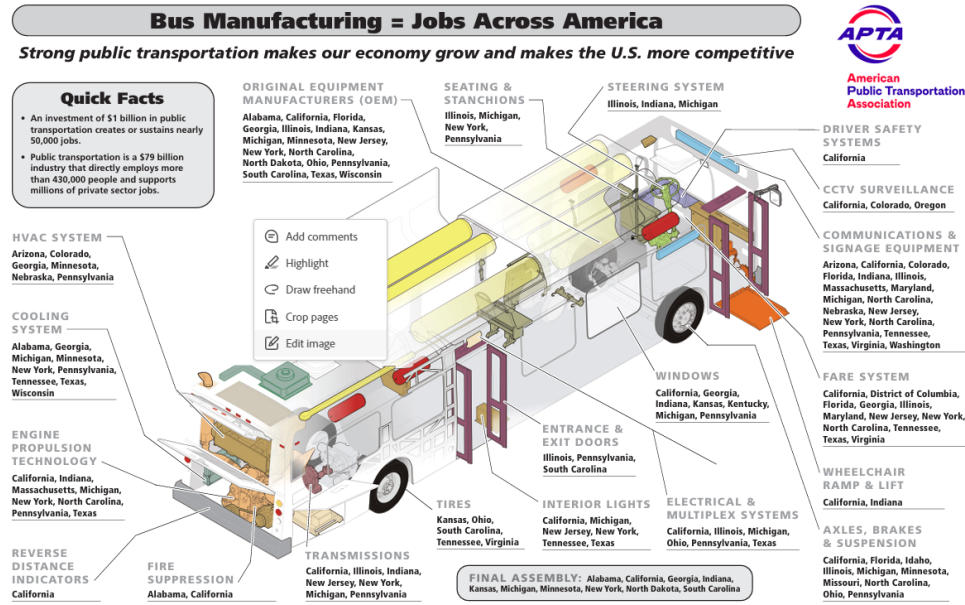
However, GCTD relies on competitive grants for things such as bus replacements...

- Tariffs – Could lead to increase in costs
- Reduced funding for “blue state” policies
- Reduced funding for Electric Vehicles
- Reduced environmental review
- Reduced regulation may help in some cases

CONCLUSION

This report is for information only.

Staff will continue to closely track state and federal legislative developments as part of the annual budget process underway.



Investing in public transit means investing in our economy.