

Livermore Amador Valley
TRANSIT AUTHORITY



March 25, 2025

Sue Noack, Chair
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Agenda Item 9c: Senate Bill 63 (Wiener) San Francisco Bay area: local revenue measure: transportation funding

Dear Chair Noack and MTC Commissioners:

On behalf of the Livermore Amador Valley Transit Authority (LAVTA), I write to convey our Board of Directors' adopted principles related to a future Regional Transportation Measure in your consideration of agenda item 9c – Senate Bill 63 (Weiner/Arreguin): Bay Area Transportation Revenue Measure authorizing legislation, at your March 26 meeting.

LAVTA provides public transportation services to the nearly 250,000 residents of the eastern Alameda County cities of Dublin, Pleasanton, and Livermore, home to roughly 150,000 registered voters. As our local communities have grown significantly over the years, building tens of thousands of units of much-needed housing within the Bay Area, demand for LAVTA's Wheels fixed-route bus services has also grown, and today we provide over 1.3 million trips per year. Of special importance to our local communities is our timed integration with our service area's two BART stations in Dublin and Pleasanton, providing a critical link to the regional transportation network for our rapidly growing local population and employment centers.

As a key local feeder system for regional transit, LAVTA's Board understands and appreciates the need to keep our regional transit systems operating and well-funded. While LAVTA is not currently facing a near-term "fiscal cliff" of operating deficits or service cuts to the same degree and urgency as other agencies, we do project a financial shortfall as soon as FY27. This is in part due to the anticipated elimination of BART feeder bus funding beginning in FY27 through MTC's annual allocation of regional funds through the Fund Estimate.

LAVTA Supports a Return to Source for Any New Regional Transportation Revenue Sources and Maintenance of All Existing Revenue Distributions

Anticipating introduction of new authorizing legislation for a Regional Transportation Measure to be put before voters in Alameda County, the LAVTA Board of Directors established as part of its 2025 Legislative Program a policy principle to "Participate and collaborate actively with local partners and potential affected stakeholders in the development of state legislation authorizing a regional transportation revenue measure expected to be put to voters in November 2026, aimed at addressing the near-term 'fiscal cliff' operating shortfalls of some of the region's largest transit operators, and *advocating for a return-to-source of any new revenues and maintenance of effort of all existing revenue streams.*" LAVTA and other Bay Area transit operators

participated actively in the development of SB 63's predecessor, SB 1031, and through that process our Board determined what provisions would and would not be able to garner local support, and what provisions would likely elicit opposition. With LAVTA's adopted advocacy principles in mind, we would like to provide the following perspectives on two of MTC's six adopted Regional Transportation Measure Advocacy Principles, as you consider your work ahead with the authors of SB 63, the Bay Area delegation, and other interested stakeholders.

MTC Advocacy Principle: The Measure Must Be Capable of Passing

With Alameda County having by far the largest population of the counties being considered for inclusion in a potential voter measure, yet having a significantly higher existing sales tax rate of 10.25% compared to its neighboring counties, we feel it is important to understand the potential impacts in all local communities on the eventual success or failure of any future measure put before voters. We expect voters in a county already paying a much higher sales tax rate than its neighbors will be considering the details of such a measure very carefully. It will therefore be important to anticipate and avoid eliciting organized opposition from local elected leaders as the measure's scope and policies are finalized and prepared to put before voters.

MTC Advocacy Principle: The Measure Must Be Fair

Since 1997, LAVTA has been providing feeder bus service to BART from jurisdictions within the Tri-Valley that do not have a BART station, notably Livermore. BART and MTC have indicated to LAVTA that after FY26, the BART feeder bus funding is to be eliminated. Given that taxpayers in eastern Alameda County are already paying a permanent half-cent sales tax via AB 1107 to support BART, AC Transit, and SFMTA, voters in these communities may be less likely to support a future measure if they do not see an equitable local return on their additional investment. We encourage the Commission to consider including or supporting language in the authorizing legislation to set aside new revenues generated by jurisdictions in participating counties who lack direct access to the regional network, to be allocated directly to local operators in those jurisdictions to provide feeder bus service with timed connections to regional transit.

We appreciate the leadership the Commission has taken to date on a very complex and important issue facing our region's transit providers. We look forward to working with the Commission, MTC staff, and other interested stakeholders to align our policy priorities so we can support this important legislation and the resulting revenue measure's future success before Alameda County voters.

Sincerely,



Christy Wegener
Executive Director

cc: Commissioner Nate Miley, representing Alameda County