



June 17, 2019

To: Members of the Board of Directors
From: Jennifer L. Bergener, Managing Director
Subject: Legislative Update

Overview

An overview is provided of a bill related to intercity rail feeder bus service, which is being supported consistent with the 2019 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program. Updates are also provided on the appointment of a new California State Transportation Agency Secretary and a bill related to lactation rooms at transit stations

Recommendation

Receive and file as an information item.

Discussion

SB 742 (Allen, D-Santa Monica): Intercity Passenger Rail Services: Motor Carrier Transportation of Passengers

SB 742 would allow the California Department of Transportation (Caltrans) to provide funding to Amtrak, a joint powers authority (JPA), or any public or private transit operator to enter into a contract with intercity Thruway bus service providers. The bill would also enable JPAs responsible for managing and operating intercity rail service to pick up and drop passengers on contracted intercity Thruway bus routes without requiring customers to purchase a train ticket as part of their trip.

California's Amtrak Thruway bus network is one of the largest intercity bus networks in the United States, connecting more than 250 communities throughout California and major cities in Nevada. This network is underutilized because current law restricts the traveling public from using these buses unless they also travel by Amtrak train on a segment of their trip. By eliminating this restriction, the State could provide more cost-effective transportation services to a greater number of people while reducing energy consumption, greenhouse gas emissions, and traffic congestion. SB 742 would improve access to priority,

underserved, and disadvantaged communities across the State and, thus, provide greater intermodal connectivity.

Currently, two of the state-funded intercity passenger rail providers, Capitol Corridor JPA and San Joaquin JPA, are already in support of SB 742. Furthermore, the California Intercity Passenger Rail Leadership Group, which includes the chairs and vice-chairs of the aforementioned JPAs, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency), and the emerging rail corridors, have signed on to a joint support letter. That letter has been included under Attachment A.

As SB 742 moves forward, the LOSSAN Agency would like to ensure that the bill provides additional clarity with respect to eligible JPAs. Specifically, SB 742 should allow Caltrans to provide funding to only the three JPAs responsible for managing state-funded intercity passenger rail service, including the LOSSAN Agency, San Joaquin JPA, and Capitol Corridor JPA. This will help to advance the State's goal of continuing to provide cost-effective and efficiently administered intercity passenger rail and Thruway bus services. It is worth noting that the author has shared that he is receptive to the proposed amendments. The bill also has received opposition from the California Bus Association and private bus operators, such as Greyhound, citing concerns about unfair competition and the impacts to existing routes. As such, the author has also expressed a willingness to look at other amendments that may help alleviate the concerns of private operators.

Consistent with the principle outlined in the LOSSAN Agency's 2019 Legislative Program to, "Support state, federal, and local policies and programs that facilitate intermodal connectivity between passenger rail services on the LOSSAN rail corridor and other public transportation systems, including train to plane connections at local airports," a SUPPORT position has been taken on SB 742. A copy of SB 742 has also been included under Attachment A.

AB 752 (Gabriel, D-San Fernando Valley): Public Transit: Transit Stations: Lactation Rooms

AB 752 would require a multi-modal transit station, or a transit station that is proposed to serve the California High-Speed Rail system, to include a lactation room if it commences operations or a renovation on or after January 1, 2021. The bill defines a multi-modal transit station to mean a rail station that meets all the following conditions: supports the operation of intercity rail service; serves as a stop or transfer point for a bus, light-rail, or commuter rail service; and has an enclosed waiting room of no less than 4,000 square feet that includes a public restroom. The bill defines a renovation to mean the repurposing of more than 25 percent of the space in the transit station. Additionally, the lactation room

would be required to include a chair and an electrical outlet, as well as be outside of a public restroom.

AB 752, in its current form, could impact several rail stations along the LOSSAN rail corridor. Given the possible impacts, discussions between the author, the appropriate policy committees, and relevant stakeholders have ensued to better define the parameters of the bill. Specifically, there have been efforts to limit the bill to the largest or busiest stations within the State, while future high-speed rail stations would still be subject to the requirement. Other suggestions that have been conferred upon include, but are not limited to, incorporating a requirement for the number of boardings at a station and exempting operational work from the definition of a renovation. These suggestions would potentially help limit the lactation room requirement to the stations that can better ensure successful implementation and ongoing maintenance. Staff will continue to monitor these discussions and provide updates as necessary. The text of AB 752 is included as Attachment B.

California State Transportation Agency Appointment

On April 24, 2019, Governor Gavin Newsom announced the appointment of David S. Kim as Secretary of the California State Transportation Agency. David S. Kim has served as Vice President of Governmental Affairs at the Hyundai Motor Company, Deputy Administrator of the Federal Highway Administration, and Deputy Executive Officer of Federal Advocacy and Governmental Relations for the Los Angeles County Metropolitan Transportation Authority, among other positions. The appointment is currently pending confirmation by the California State Senate. If confirmed, David S. Kim would replace Brian C. Annis, who was appointed as chief financial officer of the California High-Speed Rail Authority.

Summary

An overview of a bill related to Thruway bus service is provided, which is being supported consistent with the 2019 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Program. Updates are also provided on the appointment of a new transportation secretary and legislation related to lactation rooms.

Attachments

- A. SB 742 (Allen, D-Santa Monica) Support Letter with Bill Language
- B. AB 752 (Gabriel, D-San Fernando Valley) Bill Language
- C. Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Legislative Matrix

Prepared by:



Jaymal Patel
Associate Government Relations Representative
(714) 560-5475