




November 18, 2024

To: Members of the Board of Directors
From: Jason Jewell, Managing Director 
Subject: Status Report of State Legislation Enacted in 2024

Overview

At the conclusion of the 2024 state legislative session, 1017 bills were signed into law by Governor Newsom and chaptered by the Secretary of State, while 189 bills were vetoed. A report containing an analysis of legislation relevant to the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency is provided.

Recommendation

Receive and file as an information item.

Discussion

2024 Legislative Session Adjourns

Following the State Legislature's adjournment, the Governor had until September 30, 2024, to either sign or veto all legislation submitted to his office. Of the 1206 bills sent to the Governor this year, 189 bills were vetoed, or 15.7 percent of the total number of bills passed by the Legislature. The Governor acted on 160 more bills this year than last year.

A summary of the enacted legislation relevant to the Los Angeles – San Diego - San Luis Obispo (LOSSAN) Rail Corridor Agency is included in Attachment A. Among the bills considered this session were the following proposals:

Status of Legislation Considered in 2024 – Notable Bills Signed

AB 2086 (Schiavo, D-Santa Clarita): Transportation funding: California Transportation Plan (CTP): public dashboard

Position: Monitor

Current law requires the California Department of Transportation (Caltrans) to prepare the CTP to submit to the Governor and the Legislature. The CTP is California's long-range transportation plan that provides a vision for how the State will meet its transportation needs consistent with the State's greenhouse gas emission goals.

AB 2086 requires the CTP to include a new financial element, which will provide a comprehensive summary of the full cost associated with implementing the plan in the long term. Specifically, it requires detailed cost summaries for the first ten years of the planning period, an analysis of available revenues throughout the entire planning period, and an assessment of what aspects of the plan are feasible based on realistic revenue projections.

AB 2086 also directs Caltrans to enhance an existing public online dashboard by January 1, 2027, to display how annual project investments from various transportation funding programs are advancing the vision and the goals of the CTP. The dashboard must also include other information, such as the status of the implementation of the short-, mid-, and long-term implementation actions included in the CTP, and must be periodically updated to ensure the data and metrics remain current.

AB 2503 (Lee, D-Milpitas): California Environmental Quality Act (CEQA): exemption: passenger rail projects

Position: Monitor

AB 2503 expands existing CEQA exemptions for transportation-related projects to include public passenger rail projects that exclusively use zero-emission trains. The exemption applies to projects located entirely within existing rail or highway rights-of-way. This authority would remain in effect until January 1, 2030.

AB 2553 (Friedman, D-Glendale): Housing development: major transit stops: vehicular traffic impact fees

Position: Monitor

AB 2553 alters existing law related to local governments that charge fees for vehicular impacts from new development to allow for reduced fees for a housing development that is located within a transit priority area. A "transit priority area" means an area within one-half mile of a major transit stop that is existing or planned. AB 2553 would revise this definition to authorize major transit stops to

be counted if they are included in the regional transportation plan or when the stops are planned for completion before or within a year from the housing development. In addition, the definition is expanded to include an intersection of two or more major bus routes with a frequency of service intervals of 20 minutes or less during the morning and afternoon peak commute periods, expanding the current definition of 15 minutes or less. The goal of this legislation is to expand the geographic scope for which these lower fees apply and encourage more housing near transit. However, the definitional changes for “major transit stop,” specifically that related to transit frequency, may impact other state statutory requirements that cite this definition.

SB 1098 (Blakespear, D-Encinitas): Passenger and freight rail: LOSSAN Rail Corridor

Position: Monitor

SB 1098, also known as the Southern California Rail Revitalization Act requires, upon appropriation by the Legislature, the California State Transportation Agency (CalSTA) Secretary to submit a report to the Legislature, no later than two years after the appropriation is made, on the LOSSAN Rail Corridor. In preparing this report, the Secretary must consult existing plans, studies, reports, and guidance. The report must include:

- A baseline summary of transportation and environmental conditions in existence as of January 1, 2025, along the rail corridor
- Prioritized capital improvement projects in the corridor necessary to improve current services and achieve service growth, performance, and network goals consistent with the State Rail Plan
- Prioritized improvement projects in the corridor necessary to ensure the resiliency of both natural resources and transportation infrastructure
- A description of administrative actions taken by CalSTA, using authority in existence before January 1, 2025, to improve operations and performance of the corridor
- Recommendations for the corridor to connect with other passenger rail services
- Strategies to support and improve existing rail service and increase ridership, including a description of necessary operations funding for increased service frequencies
- Recommendations to achieve zero-emission state-supported intercity service, including an analysis of available technologies and necessary corridor infrastructure
- Strategies and recommendations to support coastal hazard resiliency planning in the corridor
- A description of coordination activities through the federal Corridor Identification and Development (Corridor ID) Program

The CalSTA Secretary must also convene a working group that includes at least the following representatives: LOSSAN Rail Corridor track owners, LOSSAN Rail Corridor passenger and freight operators (including managing agencies, joint powers authorities, and transit districts responsible for rail services), the county transportation commissions of the counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura, the metropolitan planning organizations for the counties of Los Angeles, Orange, Riverside, San Diego, San Luis Obispo, Santa Barbara, and Ventura, business, community, transportation, environmental, labor, and civic organizations, the California Coastal Commission (CCC), and Caltrans' Division of Rail and Mass Transportation.

The working group must submit consensus recommendations and feedback in a report to the Legislature by February 1, 2026. The recommendations must include strategies to increase rail service coordination and reduce disruptions or delays, alternative management and operations models or structures that improve intercity and regional rail services, changes to state statutes, rules, or funding necessary to improve passenger rail services, and coordination of planning and project development through the federal Corridor ID Program. The working group must recognize the ownership and rights held in the LOSSAN Rail Corridor and it must be developed with meaningful public engagement. Also, before submitting the report, the working group must submit the recommendations and feedback to the governing boards of the LOSSAN Rail Corridor Agency, the Southern California Regional Rail Authority, and the North County Transit District for review and consideration. More information can be included in the larger aforementioned CalSTA report if there is a need for follow-up on any of these items the working group provides information on. No funding is provided for the working group or report.

Upon appropriation, SB 1098 would also require the CalSTA Secretary to submit a report to the Legislature no later than three years after an appropriation is made, and then every two years, regarding the management of the LOSSAN Rail Corridor. The report must contain information related to all of the following:

- Performance, ridership, usage, and quality of intercity, regional rail, and freight services
- Updates to capital improvement planning
- Progress in delivering fleet and infrastructure improvement projects.
- Improvements to service and fare coordination
- Opportunities to increase the quality and frequency of services
- Updates on corridor resiliency, prepared in coordination with the CCC

SB 1098 further stipulates that the CalSTA Secretary must provide guidance and recommendations to stakeholders to ensure the performance of the LOSSAN Rail Corridor. This would include planning, as needed, related to service

frequencies, equipment and fleet management, infrastructure improvement and state of good repair projects, and resiliency of the corridor.

Summary

A summary report on all state legislation enacted in 2024 affecting the LOSSAN Rail Corridor Agency is provided for review by the Board of Directors.

Attachment

- A. 2024 End of Year Legislative Report

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