

To: Marketing, Planning & Legislative Committee

Date: 11/30/2018

From: Rick Ramacier, General Manager

Reviewed by:

SUBJECT: State and Federal Legislative Update

State:

2018 brief recap

The major highlight in 2018 was the defeat of Proposition 6 in the 2018 election. In addition to that, three pieces of legislation were enacted that will likely impact County Connection. They are:

- SB1119 – Beall (Newman)

This bill will allow us to use our Low Carbon Transit Operations Program (LCTOP) funding in a much more flexible manner including the opportunity to improve services or provide discounted passes in the Monument Corridor. It is something we have sought for four years and it's a solid legislative victory.

- SB1376 – Hill

This bill will charge each Transportation Network Company (TNC) five cents per customer trip and have those funds deposited into an account controlled by the California Public Utilities Commission (CPUC). There is potential for us to access these funds for paratransit service, but it's perhaps not a strong possibility. County Connection staff have asked to advise the CPUC on their implementation of SB1376.

- AB2034 – Kalra

This bill mandates that public transit operators implement a training program to teach front line employees how to recognize and report incidents of human trafficking. It is widely believed that human traffickers often use public transit to transport their victims. Since County Connection has an adopted human trafficking training program as of November 2018, the bill grandfathers us.

2019

As we are fresh off the defeat of Proposition 6, we are not likely to see a major funding bill for transportation in 2019. However, there may be an effort to increase transit funding through the Cap and Trade program. And, there is going to be work on increasing state funding opportunities for zero emission based buses and related charging equipment.

Legislation will be sought to require the CPUC to set “transit electricity rates”, that are transit agency “affordable”.

We should expect to see a fair amount of pro-labor legislation in 2019 as well as a fair amount of housing legislation.

Federal:

2018 Recap

The federal transit appropriations have been agreed upon and are higher than originally expected. However, the budget process is currently stalled in congress – tied to the Administration’s interest in funding a wall at the southern border and Democrats interest in protecting Robert Mueller from potential dismissal.

There has been no other federal legislation of consequence in 2018.

2019

With the Democrats taking the House, they will control the House Transportation & Infrastructure Committee. Congressman DeSaulnier will have a top position on the committee. There is talk of bringing earmarks back. However, the Senate has sent signals they are not interested in reviving earmarks.

The new House leadership has reached out to the Administration to let them know they would like to work on an infrastructure package with them. So, we may see that happen. Also, the House has indicated an interest both starting work on the transportation reauthorization as well as seeking solutions to the growing shortfalls in the Highway Trust Fund (HTF).

While the Administration has said they would like to work on these items, things could get derailed quickly should the House and the Administration break down into dueling investigations as has been publically threatened. And, it is very possible that the campaign cycle for the 2020 election could begin earlier in 2019 than would ordinarily happen thereby making cooperation difficult on any major piece of legislation.

Information Only:

This memo is for your information only. No action is need at this time.