



# California Bus Association

Promoting Professionalism, Safety & Integrity in the Motorcoach Industry

August 5, 2005

The Honorable Carole Migden, Chair and  
Members of the Senate Appropriations Committee  
State Capitol  
Sacramento, CA 95814

## **RE: AB 765 (Salinas) OPPOSE**

Dear Chair Migden & Members:

On behalf the California Bus Association (CBA), a statewide organization of motor coach companies promoting professionalism, safety and integrity in the industry, I am writing in opposition to AB 765 by Assemblyman Salinas. This bill will allow the Monterey Salinas Transit District to enter into a contract with Caltrans to provide Amtrak Thruway (Rail Feeder) Bus services from Monterey to San Jose. This bill is set for August 15<sup>th</sup> in your committee.

The CBA opposes this measure for the following reasons:

1. **CIRCUMVENTION OF PERATA LAW:** The purpose of the feeder bus network is to feed the intercity trains. AB 765 proposes to change that policy to subsidize commuter bus service. Every public transit operator in the state needs more operating funds, but this should not justify poking holes in SB 804, Chapter 458 of 1999 by Senator Perata.
2. **DOUBLE SUBSIDY:** The existing law by Senator Perata, SB 804, prohibits publicly subsidized transit districts from receiving Amtrak/Caltrans Thruway (Rail – Feeder) Bus funds for service outside their jurisdictions. **Under the federal law, of which SB 804 was based, a public transit operator is not eligible to receive federal Amtrak funds to operate feeder bus service.** This circumvention of SB 804 of 1999 would create a double subsidy. In the first instance these public transit operators are subsidized by up to 70 + percent on each operating dollar by our tax dollars and as proposed in AB 765 a second subsidy would be allowed to create commuter bus service with Amtrak/Caltrans Thruway (Rail – Feeder) Bus Network.
3. **TRIPLE SUBSIDY:** The staff of the Monterey Salinas Transit has stated that since even additional Caltrans funding will not be ample to fund such Monterey/San Jose bus service, the District will ask for a third subsidy from the Congress to fund a route from Monterey via Salinas to San Jose. The private, taxpaying motor coach companies cannot compete against double let alone triple subsidized public transit districts; and
4. **UP TO FOUR ALTERNATIVES ARE AVAILABLE:** There are three other Amtrak/Caltrans Thruway (Rail Feeder) Buses that presently operate in the Highway 101 corridor. **We recommend that the author amend his bill to require**

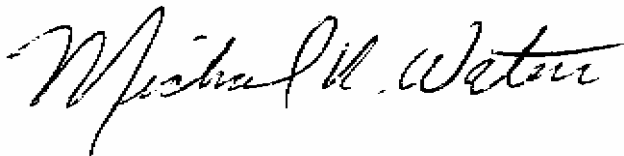
**Caltrans to allow any one or all of these Rail Feeder Buses to do a Monterey run.**

The following are *Trains with coordinated and alternative Feeder Buses that could make a Monterey stop*: Train numbers 523/798/590 (*Capitol Corridor/Pacific Surfliner*) and Train numbers 527/798/592 (*Capitol Corridor/Pacific Surfliner*), 527/796 (*Capitol Corridor/Pacific Surfliner*), 727/796 (*Capitol Corridor/Pacific Surfliner*), 537 and 737 (*Capitol Corridor*). This would add from 40 to 60 minutes on these routes. Additionally, Greyhound continues to run four daily round trips along the 101 corridor (the route goes from San Jose-Santa Cruz-Watsonville-Salinas and points south).

INTERLINE AGREEMENTS: The forth alternative is to require Caltrans to implement an “interline” agreement, where feasible, with any existing private motor coach operators to pick up train passengers in this corridor and to pay a flat rate for each passenger. **These “Interline” agreements are used by Amtrak where the number of passengers is too low to provide a standalone bus, as is the case for Monterey.** There are presently two operators running service to and from Monterey: 1) Amtrak Feeder Bus Service for Trains 11 and 14; and 2) the Monterey Salinas Airbus (every 90 minute service) from Monterey to San Jose and back.

As is apparent, there are many existing transit options and proposed alternatives to this measure. Therefore, for the above reasons, the California Bus Association urges your NO vote on AB 765 (Salinas) when it is before you for a vote in the Senate Appropriations Committee. If you have any questions concerning our position, please contact us at (916) 835-3036, 447-8982, or pane@cwo.com.

Sincerely,



Michael R. Waters, President  
California Bus Association

cc: Assembly Member Simon Salinas