

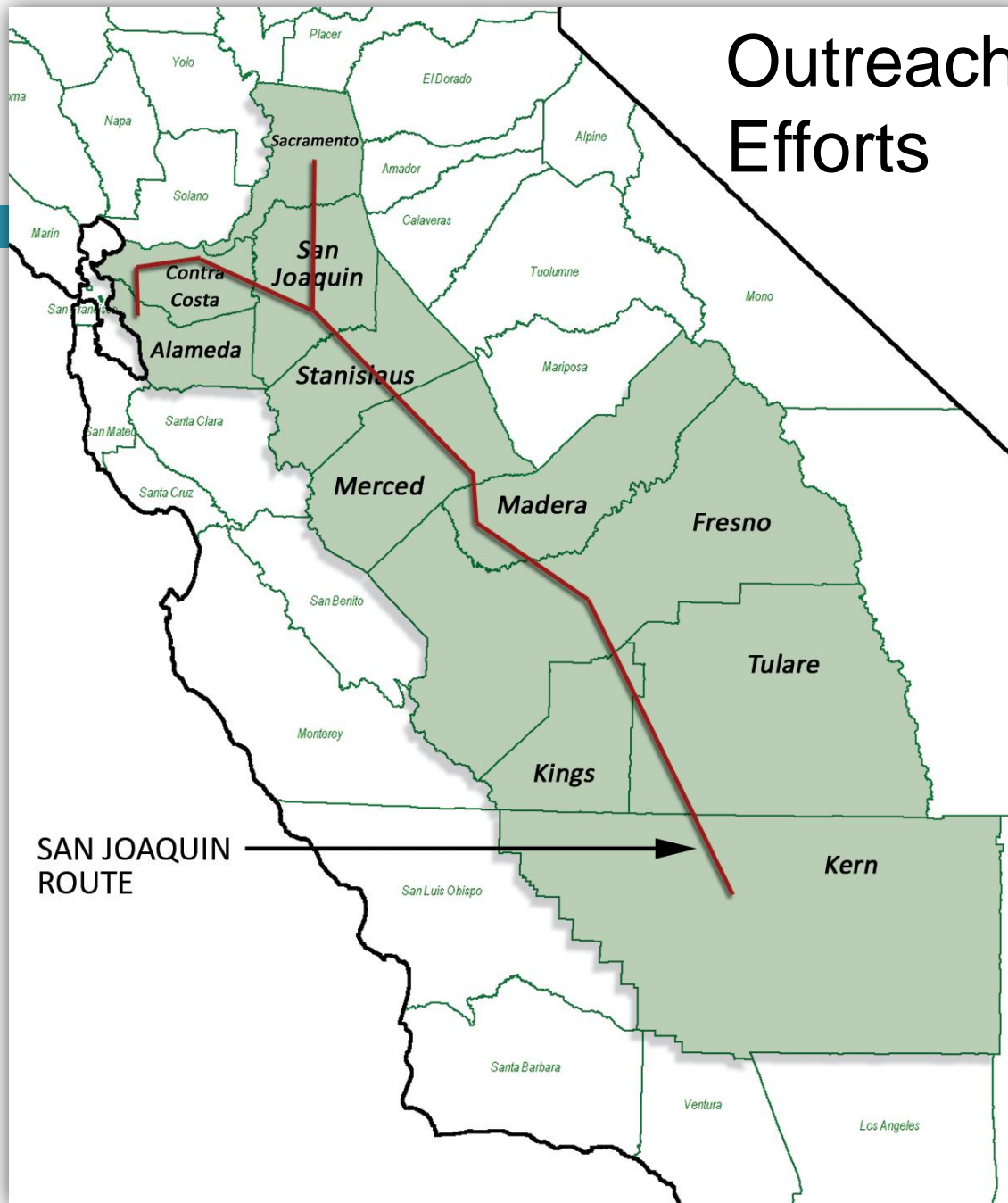
# Regional Governance of the SAN JOAQUIN Intercity Rail Service



**RGI Working Group Meeting  
May 18, 2012**

Stacey Mortensen & Dan Leavitt  
San Joaquin Regional Rail Commission

# Outreach Efforts



# Presentations/Meetings

- **Presentations:**

CVRWG (4) , SJV Regional Policy Council (4), Fresno COG (2 – Policy & Board), Tulare CAG, Madera CTC, Kern COG (2 – Policy & Board), SJRRC (3), **Valley Voice**, CA Partnership for SJV, Fresno County, StanCOG (2), Kings CAG, SJVRC, Kings County, SJ COG (ITC)

- **Meetings:**

Directors of SJV RTPAs, Sac RT, CCJPA, LOSSAN Agency, SANDAG, Mayor of Fresno, SJVRC, Caltrans Director, Caltrans Dir. of Planning, Caltrans DOR, Amtrak, Fresno Co. Sups. Perea & Case, Alameda CTC, Contra Costa TA, CHSRA, Governor's Office, Kern Co. Supervisor Watson, Kern Chamber of Commerce, City of Fresno Planning, SJV Air Pollution Control District, City of Visalia, CA Partnership for SJV, Fresno Workforce Board, EDC Serving Fresno Co., Office of Speaker Perez, Staff for SJV Assembly/Senators, Save Bakersfield, City of Bakersfield, City of Wasco, Kings Co. Sup. Verboon, Citizens for CAHSR Accountability

# Letters of Support

- Central Valley Rail Working Group (sponsor)
- SJV Regional Policy Council (sponsor)
- Sacramento RT (sponsor)
- San Joaquin RRC (sponsor)
- CA Partnership for SJV
- SJV Air Pollution Control District
- San Joaquin COG
- Madera CTC
- Merced CAG
- Tulare CAG
- Sacramento Area COG
- Fresno County
- Mayor of Fresno
- Steve Cohn, Sacramento City Council
- City of Modesto
- City of Merced
- City of Lodi
- City of Elk Grove
- City of Sacramento
- City of Stockton
- City of Visalia
- City of Selma
- City of Mendota
- San Joaquin RTD
- Fresno Regional Workforce Investment Board
- LOSSAN Agency

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**AB 1779 UPDATE**

# Legislation

- AB 1779 (Galgiani, Olsen, Perea, Dickinson, Wolk)
- Amends Existing Government Codes
- AB 1779 is Permissive, not Mandatory
- Identifies Composition of San Joaquin JPA
- Protects Against Use of Local Funds to Expand San Joaquin Service
- Requires Administrative Cost-Savings



# AB 1779 Progress

- Spot Bill Submitted February 22
- In Print on March 28
- Passes Assembly Transportation Committee (11-0) on April 16
- Passes Local Government Committee (7-1) on April 25
- Put in “Suspense” on May 9, in Assembly Appropriations (expected to be voted on May 25)

# Assembly Appropriations Analysis

- “One-time special fund cost to Caltrans in the range of \$150,000 to implement a transfer agreement with the JPA, including supporting the transition of Caltrans' equipment and facilities. Following implementation of the JPA, Caltrans would realize ongoing administrative savings of about \$300,000”.
- “Fulfilling legislative intent to maintain current funding state levels to the SJC for at least five years could create cost pressure if overall state funding for intercity rail were to be reduced during this time.”

# Suspense Strategies

- Potential Amendments to Reduce Fiscal Pressure
- Meeting with the Chair of Assembly Appropriations
- Re-Submit Letters of Support/Fact Sheet to Chair of Assembly Appropriations & Meet with Staff
- Additional Co-Authors

# Key Dates – Past and Future

- April 26 – Presentation SJVRC
- May 9 – Assembly Appropriations Hearing for AB 1779
- May 9 – Subcommittee Meeting (Sac-Kern Counties)
- May 18 – RGI Working Group Meeting
- May 25 – Assembly Appropriations Deadline
- May – Assembly Vote on AB 1779
- June – Senate Transportation Committee Hearing
- August – Senate Vote on AB 1779

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**STATUS of AMENDMENTS**

## Potential Member Agencies (11 Counties)

- The board shall be organized when at least six of the jurisdictions (member agencies) elect to appoint a member to serve on the board – prior to December 31, 2013.
- *If rail service boundaries are extended, an additional member from each additional county may be added to the board through a decision of the board. (RGI Working Group)*

# Assembly Transportation Committee Amendment

- *However, notwithstanding Section 99233.4 or 99260.5 of, or subdivision (b) of Section 99400 of, the Public Utilities Code, or any other provision of law, the joint powers board or local or regional entities shall not use existing sources of transit funding for this purpose, including, but not limited to, funds made available under the Mills-Alquist-Deddeh Act, commonly known as the Transportation Development Act (Chapter 4 (commencing with Section 99200) of Part 11 of Division 10, of the Public Utilities Code), or under the State Transportation Assistance program pursuant to Sections 99313 and 99314 of the Public Utilities Code. on the board at any time thereafter.*  
**(DELETED) by Transportation Committee**

# Local Government Committee Amendment

- *Once organized, those agencies described in paragraphs (1) to (11), inclusive, of subdivision (a) that have not yet appointed members to serve on the board may elect to appoint a member to serve and be represented on the board at any time thereafter. (Added by Local Government Comm.)*



## Potential Amendment (Caltrans, RailPac, others)

Section 14070.2. (a) as follows (red/bold/italics):

- “... the board shall succeed to the department's powers and duties relative to that service, except that the department shall retain ***important responsibilities*** for developing budget requests for the service through the state budget process, which shall be developed in consultation with the board, ~~and~~ for coordinating ***and integrating intercity passenger rail and feeder bus*** service in the corridor with other intercity passenger rail *and feeder bus* services in the state, ***and for the development of the Statewide Rail Plan.***”

## Potential Amendment (Kern COG)

Amend Section 14074.2 by adding at the end of this section the following (red/bold/italics):

- ***“(d) It is the intent of this legislation that the San Joaquin Joint Powers Authority will protect existing services and facilities and seek to expand service as warranted by ridership and available revenue”.***

## Potential Amendment (Kings County)

Would add to 14074.2 (b) (red/bold/italics):

- The board shall be organized when at least six of the agencies described in paragraphs (1) to (11), inclusive, of subdivision (a) elect to appoint a member to serve on the board prior to December 31, 2013, ***so long as at there is at least two member agencies from the northern portion of the corridor (Sacramento, San Joaquin, Alameda, and Contra Costa counties), two member agencies from the central portion of the corridor (Stanislaus, Merced, Madera, and Fresno counties), and two member agencies from the southern portion of the corridor (Kings, Tulare, and Kern counties).***

## Potential Amendment (to Reduce Fiscal Pressure )



Would amend Sec. 2 (red/bold/italics):

- (4) For not less than a **three**five-year period, the level of state funding for intercity rail service in each corridor should be maintained at a level equal to at least the current level of service in the corridor, thus providing fiscal stability that will allow appropriate planning and operation of these services.

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**ISSUES RAISED by  
SUBCOMMITTEE**

# Issues Raised by Subcommittee

- Additional Bi-partisan Co-Authors/Letters of Support for AB 1779
- Assembly Appropriations “Suspense”
- Potential Amendments to AB 1779
- Develop FAQs
- Concern Regarding Amendments to SB 1225
- Caltrans DOR Cooperation
- Schedule

# Next Steps

- Additional Bi-partisan Co-Authors for AB 1779
- Additional Letters of Support
- Potential Amendments to AB 1779
- Briefing Meetings with Alameda and Contra Costa Region Representatives
- Continue to Partner with LOSSAN Board
- Evaluate Issues that need to be Resolved in JPA
- Develop Details for Business Case for Regional Management