


Regional Governance of the San Joaquin Intercity Rail Service

San Joaquin Regional Rail Commission
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San Joaquin Regional Rail Commission

California's Intercity Rail Service

Capitol Corridor 

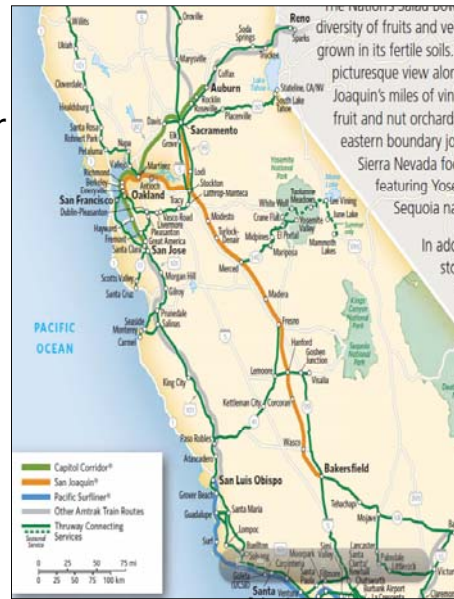
San Joaquin 

Pacific Surfliner 



San Joaquin Rail Service

- Two round-trips per day, Sacramento to Bakersfield
- Four round-trips per day, Oakland to Bakersfield
- Extensive Connecting Bus Service



San Joaquin Corridor

- State Funding from Public Transportation Account
- Operated by Amtrak under contract with Caltrans (Managing Agency)
- Passes through 11 Counties



AB 1779 (Galgiani)

- Transfer management responsibility from Caltrans to Joint Powers Authority (JPA)
- Transfer is permissive, not mandatory
- Negotiated Transfer Agreement by June 30, 2015
- Requires San Joaquin JPA to:
 - Protect existing services and facilities
 - Seek to expand services as warranted by ridership and available revenue
- Requires administrative cost-savings

AB 1779 (continued)

- 3-year State Funding guarantee after transfer of administrative responsibilities
- Maintains State role in:
 - Policy and Service Integration & Coordination
 - State Ownership of Trainsets
- Protects feeder bus network
- Requires consistency with future State Rail Plans and future CHSRA Business Plans
- Local Funds are not required to be used to expand San Joaquin service or address funding shortfalls

San Joaquin Joint Powers Authority (SJJPA)

- The Board shall be organized when at least six Member Agencies:
 - Appoint a Board Member and Alternate
 - Enter into a Joint Exercise of Powers Agreement (JEPA)
- Expect SJJPA to be formed by early 2013
- SJJPA must be formed by the end of 2013
- If rail service boundaries are extended, a Board Member and Alternate from each additional county may be added to the Board

Potential Member Agencies (11 Counties)

- StanCOG
- Kern COG
- Kings CAG
- Alameda County
- Madera Transportation Commission
- Sacramento Regional Transit (SacRT)
- San Joaquin Regional Rail Commission (SJRRC)
- Merced CAG
- Fresno COG
- Tulare CAG
- Contra Costa TA

Up to 11-Member Governing Board with one Board Member and Alternate from each Member Agency

The Process for Forming the San Joaquin JPA

- Used Capitol Corridor JEPA as a starting point
- Developed Draft San Joaquin JEPA with input from Potential Member Agencies staff
- Reviewed Drafts with Regional Governance Subcommittee and Full Working Group
- Circulated Initial Drafts to Each Member Agency's Counsel

Major JEPA Provisions

- Purpose and Powers of JPA
- Voting structure
- Caltrans Rail Task Force to provide technical assistance
- Member Agency withdrawal from JPA
- Termination of JPA

Fiscal Impact of San Joaquin JPA

- No funding, debt, or financial obligation is created against SJRRC solely as a consequence of executing the JEPA
- No funding, debt, or financial obligation approved by the SJJPA Board and/or incurred by the SJJPA shall be binding against SJRRC unless approved by SJRRC Board

NEXT STEPS

- Form San Joaquin JPA
- Develop partnerships with LOSSAN Board, CCJPA, Caltrans, SJVRC and other stakeholders
- Advocate for San Joaquin Rail Service
- Provide input on Draft State Rail Plan, and other planning/environmental documents
- Develop criteria and select Managing Agency
- Continue outreach with stakeholders

Requested Action

- Approve JEPA and appoint Board Members
 - Board Member of the Rail Commission who is a resident of San Joaquin County
 - Alternate who is a resident of San Joaquin County