

AB 1779 GALGIANI

(COAUTHORS ASSEMBLYMEMBERS DICKINSON, OLSEN AND PEREA)

(COAUTHORS SENATORS CANNELLA, PADILLA, AND WOLK)

INTERCITY PASSENGER RAIL ACT OF 2012

BACKGROUND

In 1996, the Capitol Corridor Joint Powers Authority (CCJPA) was created to oversee the administration of the Capitol Corridor service under the provisions of Senate Bill 457 (Kelley, Chapter 263, Statutes of 1996). Over the last 15 years, without direct financial contribution by member agencies, the CCJPA has successfully managed the Capitol Corridor between Auburn and San Jose. Capital investments, cooperation with the Union Pacific freight railroad, and state support have allowed for dramatic increases in the frequency of service (increases of 400 percent between Sacramento and Oakland), and the Capitol Corridor intercity passenger rail service has the best on-time performance in the nation for intercity service. In addition to more cost effective administration and operations, the CCJPA has shown that there are several other potential benefits to local authority administration of intercity passenger service including:

- The ability to have a stronger voice in advocating for service improvements and expansions;
- Local decision-making that is more responsive and adaptive to passenger issues;
- The ability to take better advantage of joint marketing and partnerships with local agencies; and
- More engagement by local communities to support the service.

This year, transportation planning agencies throughout the Central Valley began working together in order to set up a regional Joint Powers Authority and to support legislation that would enable regional governance of the San Joaquin intercity rail service.

PURPOSE

Assembly Bill 1779 will enable the transfer of administrative responsibility of the San Joaquin intercity passenger rail service from the Department of Transportation to a new joint powers authority. This bill is sponsored by the

San Joaquin Valley Regional Policy Council, the Central Valley Rail Working Group, the San Joaquin Regional Rail Commission and the Sacramento Regional Transit.

Following the model of the CCJPA, AB 1779 is permissive legislation which would enable regional governance/management of the existing San Joaquin intercity passenger rail service between Bakersfield-Fresno-Stockton-Sacramento-Oakland.

AB 1779 defines the composition of the San Joaquin Joint Powers Authority (Authority), and extends the time for creating the Authority and executing an interagency transfer agreement with the Department of Transportation to June 30, 2015. AB 1779 ensures that for not less than a three-year period following the transfer of the service, the level of state funding for intercity rail service in each corridor shall be maintained at least to the level of service in the corridor at the time of the transfer, providing fiscal stability that will allow appropriate planning and operation of these services. In order to transfer responsibility of the San Joaquin intercity passenger rail service to the Authority, AB 1779 requires that the transfer must result in administrative or operating cost reductions. With this measure, the Authority is required to protect existing services and facilities and seek to expand service as warranted by ridership and available revenue.

Under the provisions of AB 1779, the state would continue to have prominent and very important roles with the San Joaquin intercity passenger rail service, even after the administration responsibility is turned over to the Authority. The state will continue to provide the funding necessary for service operations, administration and marketing. Furthermore, Caltrans Division of Rail would remain responsible for the development of the Statewide Rail Plan; the coordination and integration between the three state-supported intercity passenger rail services; the preparation of grant applications to the federal government; and the development of state budget requests – like they have been for the Capitol Corridor under the CCJPA.

With more efficient administration and stronger local/regional support, a regionally managed San Joaquin intercity passenger rail service will result in improved service, and increases in ridership and revenue – which will result in more jobs, improve air quality, and will help promote sustainable development.

Intercity passenger rail is environmentally friendly, and the state has a continuing interest in the provision of cost-effective and efficiently administered intercity passenger rail services.

VOTES & BILL STATUS

- Assembly Transportation Committee, 11-0
- Assembly Local Government Committee, 7-1
- Assembly Appropriations Committee, 12-5
- Assembly Floor, 64-11
- Senate Transportation Committee, 8-0
- Senate Appropriations Committee, 6-1
- Senate Floor, 31-3
- Assembly Concurrence, 62-16
- Governor Signs AB 1779 on 9/29/2012

SPONSORS/SUPPORTERS

- S J Valley Regional Policy Council¹ (Sponsor)
- Central Valley Rail Working Group² (Sponsor)
- San Joaquin Regional Rail Comm. (Sponsor)
- Sacramento Regional Transit District (Sponsor)
- San Joaquin Regional Transit District
- City of Merced
- Steve Cohn, Sacramento City Councilmember

¹ San Joaquin Valley Regional Policy Council Member Agencies are: Fresno Council of Governments, Kern Council of Governments, Kings County Association of Governments, Madera County Transportation Commission, Merced County Association of Governments, San Joaquin Council of Governments, Stanislaus Council of Governments, Tulare County Association of Governments, and San Joaquin Valley Air Pollution Control District.

² Central Valley Rail Working Group Member Agencies are: Sacramento Regional Transit District, Sacramento Area Council of Governments, City of Sacramento, City of Elk Grove, City of Galt, County of Sacramento, San Joaquin Regional Rail Commission, San Joaquin Council of Governments, San Joaquin Regional Transit District, City of Stockton, City of Manteca, City of Lodi, County of San Joaquin, Stanislaus Council of Governments, City of Turlock, City of Modesto, County of Stanislaus, Merced County Association of Governments, City of Merced, and County of Merced.

- CA Partnership for the San Joaquin Valley
- County of Fresno
- City of Modesto
- Madera County Transportation Commission
- San Joaquin Valley Air Pollution Control District
- Merced County of Association of Governments
- City of Lodi
- City of Fresno Mayor Ashley Swearengin
- City of Elk Grove
- City of Sacramento
- Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency
- City of Visalia
- San Joaquin Council of Governments
- City of Selma
- City of Mendota
- Fresno Regional Workforce Investment Board
- Sacramento Area Council of Governments
- Tulare County Association of Governments
- City of Stockton
- Stanislaus Council of Governments
- City of Turlock
- City of Huron
- City of Fowler
- City of Kingsburg
- Greater Stockton Chamber of Commerce
- CA Central Valley Economic Development Corp.
- Fresno Council of Governments
- Capitol Corridor Joint Powers Authority
- City of Corcoran
- Contra Costa County Board of Supervisors
- Contra Costa Transportation Authority
- California Transit Association
- City of Manteca
- City of Tracy
- Greater Fresno Chamber of Commerce
- Sacramento Metro Chamber of Commerce
- San Joaquin Partnership

OPPOSITION

- City of Bakersfield
- Kings County Association of Governments
- City of Hanford
- Kings County Board of Supervisors

FOR MORE INFORMATION

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