

Regional Governance Initiative  
for the SAN JOAQUIN Intercity Rail Service



**Presentation to  
The San Joaquin Valley Rail Committee  
April 26, 2012**



# Background on the State Intercity Rail System



PACIFIC  
OCEAN



# Importance of RGI for Central Valley

- The Central Valley has been seeking unifying issues from which to build a stronger advocacy
- In the past, most issues required some jurisdictions to give up power or control through consolidation
- This Regional Governance Initiative increases power and control to each region through a JPA framework
- JPA's have influenced issues and funding decisions in Sacramento and Washington D.C. much more than informal coalitions

# History of SB 457

- In 1996, Allowed the Management of State Intercity Rail Services to be Assumed by Regional Joint Powers Authorities (JPA's)
- Originated at the Request of the Agencies in the LA to San Diego Corridor
- Only the Capitol Corridor was Successful at Forming a New JPA
- The Deadline for Forming JPA's Expired Dec. 31 1996

# Successful Regional Governance of the Capitol Corridor

- Since 1997, Service has Expanded from 4 Round Trip Trains to 16 Trains Each Day
- Active and Effective Advocacy at the State and Federal Levels
- Engaged and Supportive Agencies Along the Corridor
- Service Has Been Modified to be Responsive to Local and Regional Needs

# Status of San Joaquin and Pacific Surfliners



- State Oversight For Prior 18 Years
- San Joaquin Expanded from 4 to 6 Trains
- Surfliners Added 1 Weekday and 2 Weekend Trains
  
- Upcoming State Rail Plan Suggests Only 3 Additional San Joaquin Trains through 2032

# Decision Point for the San Joaquins



- Based Upon the Success of the Capitols, the LOSSAN Corridor Agencies are Introducing New Legislation to Allow Regional Governance of the Pacific Surfliners
- If Successful, this Leaves the San Joaquin as the Only Rail Service in CA not Managed by a Regional Entity

# Continuing State Policy Role



AB 1779 does not eliminate the state's role with the San Joaquin intercity rail service. The state will continue to play a vital role in statewide rail policies, service integration, development of the state Rail Plan, Thruway bus oversight and coordination of funding for the intercity services.

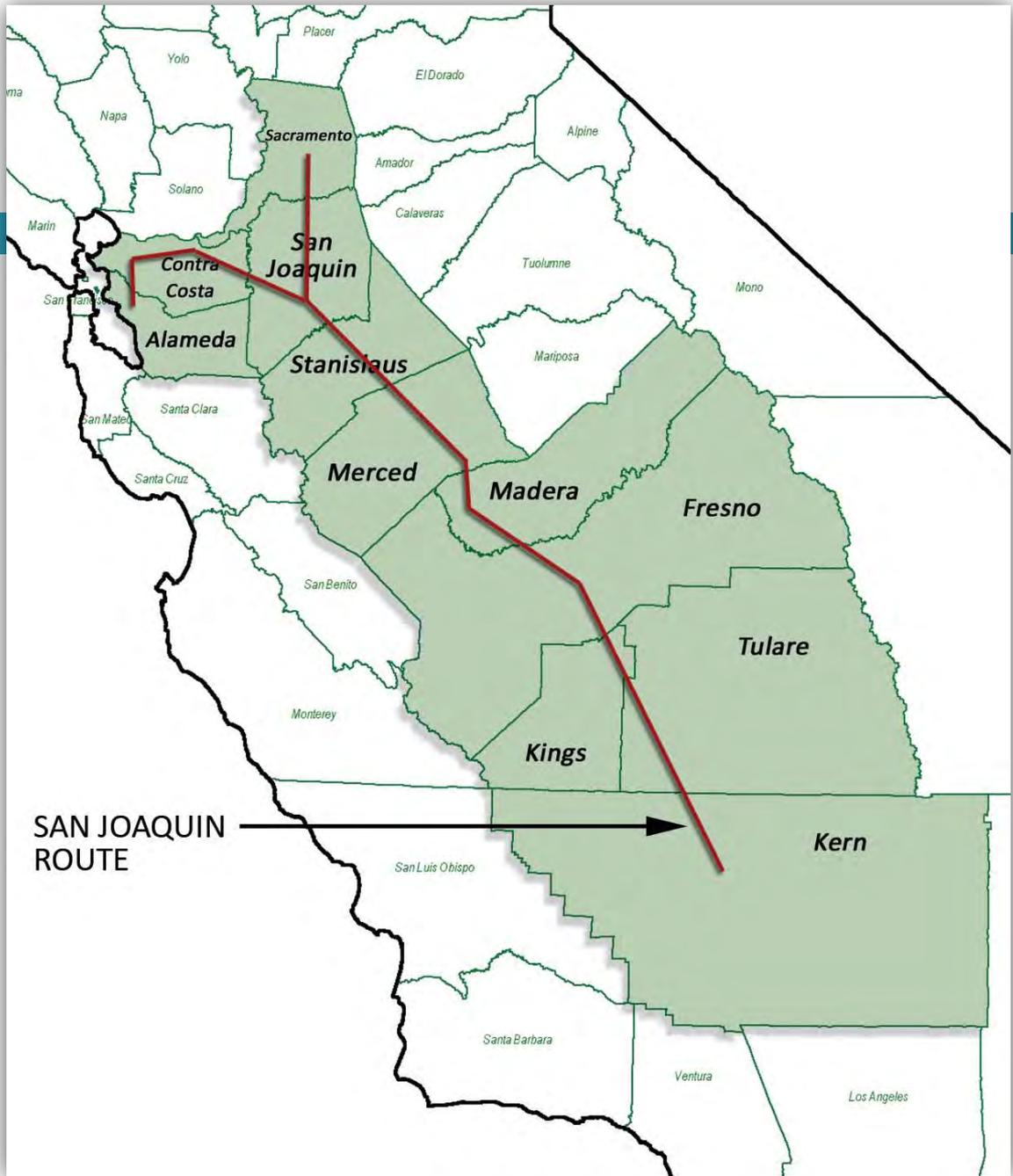
# Evaluation of Interest in RGI for San Joaquins



- Public Presentations on RGI to All Regional Transportations Agencies Along the Service Corridor
- Developed Framework for Discussion on the JPA Structure and Options for Managing Agency
- Defined a Potential Role for the Existing SJVRC
- Initiated AB 1779 Enabling Legislation



# Counties Affected by the Rail Portion of the San Joaquin Service





Potential Joint Powers Authority  
for  
San Joaquin Service

# Potential Member Agencies (11 Counties)

The board shall be composed of not more than the following 11 members, appointed by the board of each agency identified:

- (1) One member of the Board of Directors of the Sacramento Regional Transit District for the County of Sacramento.
- (2) One member of the Board of Directors of the San Joaquin Regional Rail Commission, who is a resident of San Joaquin County.
- (3) One member of the Stanislaus Council of Governments for the County of Stanislaus.

## Potential Member Agencies (11 Counties)



- (4) One member of Merced County Association of Governments for the County of Merced.
- (5) One member of the Madera County Transportation Commission for the County of Madera.
- (6) One member of the Fresno Council of Governments for the County of Fresno.
- (7) One member of the Kings County Association of Governments for the County of Kings.
- (8) One member of the Tulare County Association of Governments for the County of Tulare.

## Potential Member Agencies (11 Counties)



(9) One member of the Kern Council of Governments for the County of Kern.

(10) One member of either a Contra Costa County regional transportation planning authority board or of the Board of Directors of a rail service that serves Contra Costa County, that resides in Contra Costa County.

(11) One member of either a Alameda County regional transportation planning authority board or of the Board of Directors of a rail service that serves Alameda County, that resides in Alameda County.

## 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, so long as at there is at least:

One member agency from the northern portion of the corridor (Sacramento, San Joaquin, Alameda, and Contra Costa counties), one member agency from the central portion of the corridor (Stanislaus, Merced, and Madera counties), and one member agency from the southern portion of the corridor (Fresno, Kings, Tulare, and Kern counties)

# Pros and Cons



## **Cons:**

- ❑ Change in the Status Quo
- ❑ Additional Effort/Time for JPA Participation
- ❑ New Responsibilities for San Joaquin Service Decisions
- ❑ Perceived Risk and Liability
- ❑ Sensitivity to Caltrans DOR and SJVRC
- ❑ Concern over how All Intercity Services are Integrated
- ❑ Short Time Frame to Accomplish Leg. Logistics

# Pros and Cons

## **Pros:**

- ❑ CAPITOLS Have Shown this Concept is Very Successful
- ❑ More Localized Day to Day Response to Service
- ❑ More Active and Effective Advocacy for Service Improvements and Expansion
- ❑ Better Coordination and Leveraging of Regional, Commuter and HSR Services
- ❑ SJVRC can be Retained as an Advisory Body to the New JPA

# Supporting Agencies

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

# Status of AB 1779



- Passed Assembly Transportation Committee
  - On Local Government Committee Agenda for 4/25
  - Geographic Equity Provisions Suggested by Kings and Kern Counties
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- Handout of current version of AB 1779 is available

# Next Steps



- ❑ Continue RGI Subcommittee Efforts on Legislative Amendments, JPA Framework and Managing Agency Options
- ❑ Coordinate with LOSSAN Corridor Legislation – SB 1225
- ❑ Develop Draft JPA Agreement
- ❑ Develop Business Case (Cost Effectiveness) for Regional Governance