



SB 1225 (PADILLA) PACIFIC SURFLINER INTERCITY RAIL CORRIDOR-LOCAL AUTHORITY

Modeled after the success of the Capitol Corridor, SB 1225 will establish local authority for the Pacific Surfliner Service:

MEMBER AGENCIES:

California Department of
Transportation
Los Angeles County Metropolitan
Transportation Authority
North San Diego County
Transit District
Orange County
Transportation Authority
San Diego
Association of Governments
San Diego Metropolitan
Transit System
San Luis Obispo
Council of Governments
Santa Barbara County
Association of Governments
Ventura County
Transportation Commission

EX-OFFICIO MEMBERS:

Amtrak
California High-Speed Rail Authority
Riverside County
Transportation Commission
Southern California
Association of Governments

ADDITIONAL TECHNICAL ADVISORY COMMITTEE MEMBERS:

BNSF Railway
California Public Utilities Commission
Southern California
Regional Rail Authority
Union Pacific

Permissiveness: Authorizes that a local authority may be formed for the purposes of local control

Cost Effectiveness:

- Requires the Secretary of Business, Transportation and Housing to make a determination that a local authority would result in administrative or operating cost reductions
- Authorizes Caltrans to enter into an Interagency Transfer Agreement (ITA) to transfer those administrative functions
- Requires the ITA between Caltrans and the local authority to detail the terms and transfer

Timing: Requires that the ITA be executed on or before June 30, 2014, for an initial period of five years

Continued State Operations Funding:

Requires the state to continue to provide funding to operate intercity passenger rail service by the local authority on an annual basis

Minimum Levels of Service: Requires that the level of service funded by the state shall in no case be less than the current number of intercity round trips operated in a corridor and serving the end points currently served

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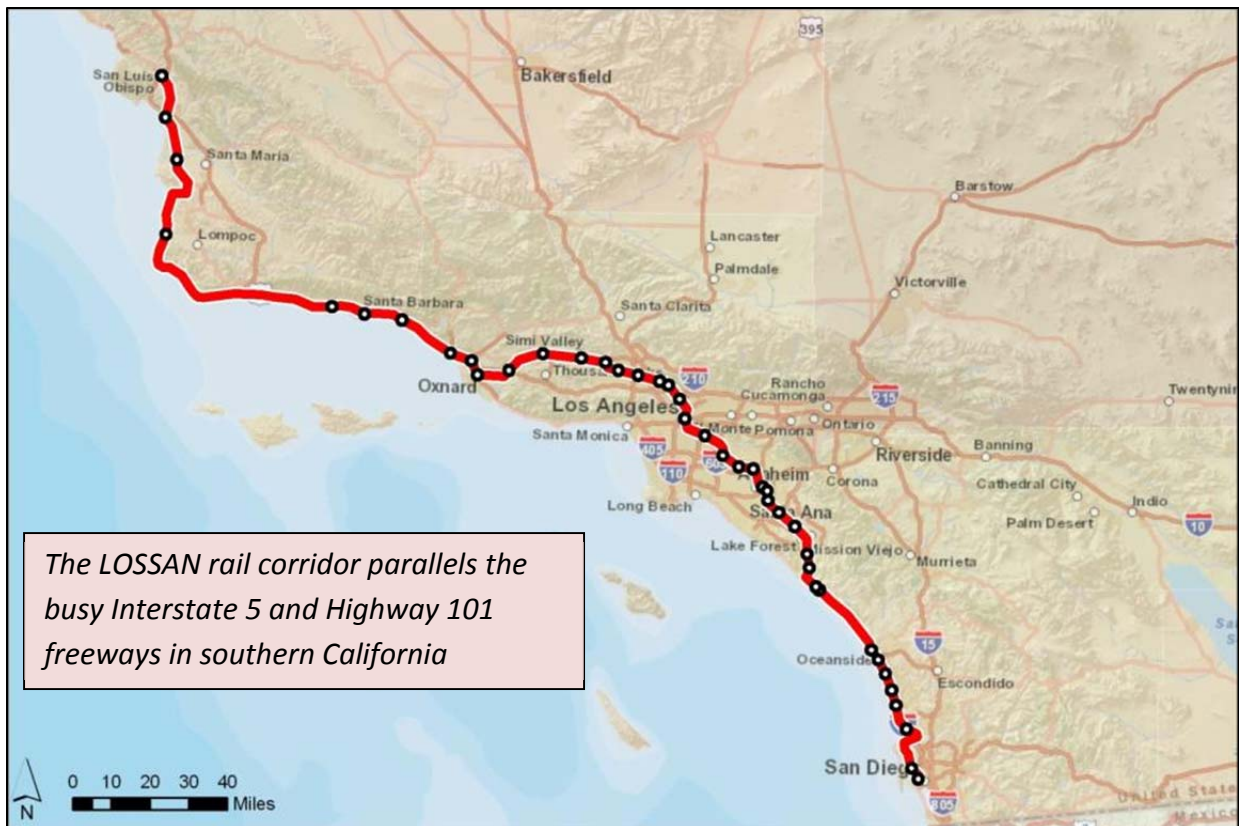
Local Managing Agency and State Funding for Staffing: Authorizes the local authority to contract with a member agency or independent agency for administrative purposes

Purpose: LOSSAN member agencies have engaged in extensive discussions regarding the establishment of a local authority to oversee the state-supported intercity service. Using the successful Capitol Corridor as a model, these agencies have reached a consensus on the importance of locally governed management which will enhance the success of the Pacific Surfliner service, improve the customer experience, and create synergy among all the transportation providers in the region.

Background: The Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) rail corridor, also known as Amtrak’s Pacific Surfliner Corridor, is a state intercity rail corridor that carries more than 2.6 million intercity passengers each year along its 351-mile corridor. Together, with more than six million commuter passengers using either Metrolink or COASTER, it is one of the busiest passenger rail corridors in the nation and Amtrak’s second busiest corridor. The Pacific Surfliner Corridor is one of three state-supported intercity passenger rail corridors which together, represent 20 percent of Amtrak’s overall ridership.

The LOSSAN corridor parallels two of Southern California’s most heavily congested freeways, Interstate 5 and Highway 101 through six counties: San Diego, Orange County, Los Angeles, Ventura, Santa Barbara and San Luis Obispo. The line provides an alternative to driving these corridors and benefits southern California in terms of increased mobility, congestion relief, and decreased greenhouse gas emissions.

The LOSSAN Joint Powers Authority (JPA) oversees intercity passenger rail service in the corridor and includes rail owners and operators, and regional transportation planning agencies along the entire six-county area. Since 1989, the LOSSAN JPA has worked to increase ridership, revenue, capacity, reliability, and safety on the coastal rail line.



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