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SB-548 Tri-Valley-San Joaquin Valley Regional Rail Authority: transit connectivity. (2021-2022)

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Senate Bill No. 548

CHAPTER 220

An act to amend Sections 132652 and 132661 of the Public Utilities Code, relating to transportation.

[Approved by Governor September 22, 2021. Filed with Secretary of State September 22, 2021.]

LEGISLATIVE COUNSEL'S DIGEST

SB 548, Eggman. Tri-Valley-San Joaquin Valley Regional Rail Authority: transit connectivity.

Existing law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity, between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley, as defined, region of California. Existing law gives the authority all of the powers necessary for planning, acquiring, leasing, developing, jointly developing, owning, controlling, using, jointly using, disposing of, designing, procuring, and constructing facilities to achieve transit connectivity, including, among other powers, the power to enter into cooperative or joint development agreements with local governments or private entities necessary to achieve transit connectivity.

This bill would require the authority to be considered a rail transit district, thereby exempting the authority from specified provisions related to regulation by counties and cities regarding building, zoning, and related matters.

Vote: majority Appropriation: no Fiscal Committee: no Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 132652 of the Public Utilities Code is amended to read:

132652. (a) The authority is hereby established for purposes of planning, developing, delivering, and operating cost-effective and responsive transit connectivity, between BART's rapid transit system and the Altamont Corridor Express commuter rail service, that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with the project feasibility report adopted pursuant to Section 132661.

(b) The authority shall be considered a rail transit district for the purposes set forth in Article 5 (commencing with Section 53090) of Chapter 1 of Part 1 of Division 2 of Title 5 of the Government Code.

SEC. 2. Section 132661 of the Public Utilities Code is amended to read:

132661. (a) On or before July 1, 2019, the authority shall provide a project feasibility report to the public, to be posted on the authority's internet website, on the plans for the development and implementation of transit connectivity. The report, at a minimum, shall include the following elements:

(1) Recommendations for expediting the development of cost-effective and responsive transit connectivity between BART's rapid transit system and the Altamont Corridor Express commuter rail service.

(2) The identification of a preferred entity or entities to deliver transit connectivity, including the role each entity will play in planning, designing, financing, constructing, operating, maintaining, and the leasing, developing, or disposing of land, facilities, or equipment, necessary to deliver and operate transit connectivity.

(3) A funding plan describing any grants, loans, allocations, fund transfers, or awards of local, regional, state, federal, or private funds that are proposed to be made available for achieving transit connectivity.

(4) A description of any plan to finance the development of transit connectivity, including a description of any revenue source or sources to be pledged for financing, the duration of time to complete the financing, and the estimated total cost of financing.

(5) A proposed schedule for the completion of transit connectivity.

(6) A preliminary design for the project or projects to complete transit connectivity, including the identification of right-of-way, routes, stations, equipment, and any other facilities necessary to achieve transit connectivity.

(b) The authority may use any relevant environmental review documents previously completed by the Bay Area Rapid Transit District or the San Joaquin Regional Rail Commission to prepare the report specified in subdivision (a).

(c) Upon completion and approval by the authority of the project feasibility report required under subdivision (a), the authority shall submit the report to the Metropolitan Transportation Commission, the governing board of the Bay Area Rapid Transit District, the governing board of the San Joaquin Regional Rail Commission, the policy committees of each house of the Legislature with jurisdiction over transportation policy matters, and the Transportation Agency.