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**SB-677 Intercity rail: LOSSAN Rail Corridor.** (2023-2024)

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**Senate Bill No. 677**

**CHAPTER 407**

An act to add Section 14072.4 to the Government Code, relating to transportation.

[ Approved by Governor October 07, 2023. Filed with Secretary of State October 07, 2023. ]

**LEGISLATIVE COUNSEL'S DIGEST**

SB 677, Blakespear. Intercity rail: LOSSAN Rail Corridor.

Existing law authorizes the Department of Transportation, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor, including the LOSSAN Rail Corridor, defined to mean the intercity passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. Existing law requires the agreements to cover an initial 3-year period after the transfer, and authorizes subsequent extensions by mutual agreement. Pursuant to this authority, the department entered into an interagency transfer agreement with the LOSSAN Rail Corridor Agency to administer intercity passenger rail service in the LOSSAN corridor.

Existing law provides for the allocation of state funds by the secretary to a joint powers board under an interagency transfer agreement based on an annual business plan for the intercity rail corridor and subsequent appropriation of state funds. Existing law requires the joint powers board to submit the annual business plan to the secretary for review and recommendation by April 1 of each year. Existing law requires the business plan to include, among other things, a report on the performance of the corridor service, an overall operating plan, short-term and long-term capital improvement programs, funding requirements for the upcoming fiscal year, and an action plan with specific performance goals and objectives.

This bill would require the LOSSAN Rail Corridor Agency, as part of the annual business plan submitted to the secretary, to include a description of the effects of climate change on the LOSSAN corridor, to identify projects planned to increase climate resiliency on the corridor, and to discuss possible funding options for those identified projects, as specified. To the extent the bill would add to the duties of the LOSSAN Rail Corridor Agency, the bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

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

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

**SECTION 1.** Section 14072.4 is added to the Government Code, to read:

**14072.4.** As part of the business plan required by subdivision (b) of Section 14070.4 that is due by April 1, 2024, and each year thereafter, the LOSSAN Rail Corridor Agency shall do all of the following:

(a) Include a description of the effects of climate change, including sea level rise and weather-related events, on the corridor, including how to adapt to its impacts.

(b) Identify projects planned, as part of the capital improvement programs, to increase climate resiliency on the corridor.

(c) Discuss possible funding options for the projects identified pursuant to subdivision (b), including, but not limited to, federal and state funding.

**SEC. 2.** If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.