

AMENDED IN ASSEMBLY MARCH 17, 2016

CALIFORNIA LEGISLATURE—2015–16 REGULAR SESSION

ASSEMBLY BILL

No. 1889

Introduced by Assembly Member Mullin

February 11, 2016

An act to repeal Division 16 (commencing with Section 160000) of the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 1889, as amended, Mullin. ~~Transportation funding: CalTrain. Peninsula Rail Transit District.~~

Existing law, operative under certain conditions, redesignates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers.

This bill would repeal obsolete provisions relating to the Peninsula Rail Transit District.

~~Existing law provides for the creation of the Peninsula Corridor Joint Powers Board, which operates CalTrain as the commuter rail service along the San Francisco Peninsula commute corridor.~~

~~This bill would declare the intent of the Legislature to enact legislation to provide the Peninsula Corridor Joint Powers Board with the necessary tools to explore options that will help CalTrain obtain a dedicated source of funding.~~

Vote: majority. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 ~~SECTION 1. Division 16 (commencing with Section 160000)~~
2 ~~of the Public Utilities Code is repealed.~~

3 ~~SECTION 1. The Legislature finds and declares all of the~~
4 ~~following:~~

5 ~~(a) CalTrain is the only transit system in the San Francisco Bay~~
6 ~~area without a permanent, dedicated source of funding. Other~~
7 ~~agencies rely on money from sales taxes, property taxes, state~~
8 ~~funding, and other sources.~~

9 ~~(b) As a result of not having a dedicated source of funding,~~
10 ~~CalTrain has been wrestling with a continuing fiscal crisis—a~~
11 ~~budget that starts out short of funds every year.~~

12 ~~(c) For the last several years, _____ percent of CalTrain’s annual~~
13 ~~operating budget has been covered by passenger fares, parking~~
14 ~~fees, and other revenues. Annual contributions from the three~~
15 ~~partners in the CalTrain system have been in the range of 40~~
16 ~~percent.~~

17 ~~(d) With a dedicated source of funding, CalTrain could more~~
18 ~~readily meet the demands of more than 60,000 daily riders that~~
19 ~~depend on CalTrain to get from their homes to some of the nation’s~~
20 ~~most high-profile companies in San Francisco and Silicon Valley.~~

21 ~~(e) The ability of the region’s infrastructure to keep pace with~~
22 ~~job and population growth continues to be one of the biggest~~
23 ~~barriers to sustained economic growth and competitiveness in the~~
24 ~~San Francisco Bay area. By providing a reliable daily commute~~
25 ~~alternative for residents and employees avoiding the congested~~
26 ~~Interstate 280 and 101 corridors, CalTrain has become one of the~~
27 ~~San Francisco Bay area’s fastest growing transit systems.~~

28 ~~(f) Dedicated funding will support CalTrain’s ability to remain~~
29 ~~the transit backbone of the San Francisco Peninsula commute~~
30 ~~corridor and better serve the needs of the region.~~

31 ~~(g) CalTrain is managed by a Peninsula Corridor Joint Powers~~
32 ~~Board (JPB) that consists of a partnership between the San Mateo~~
33 ~~County Transit District (SamTrans), the Santa Clara Valley~~
34 ~~Transportation Authority (VTA), and the City and County of San~~
35 ~~Francisco through the San Francisco Municipal Transportation~~
36 ~~Agency (SFMTA).~~

37 ~~SEC. 2. It is the intent of the Legislature to enact legislation~~
38 ~~to provide the Peninsula Corridor Joint Powers Board with the~~

- 1 ~~necessary tools to explore options obtain a dedicated source of~~
- 2 ~~funding.~~

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