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An act relating to transportation.



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

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

(a) The Southern Pacific Railroad's San Ramon Branch Line started service in 1891. That section of the rail line in the County of Contra Costa extended 18.5 miles from the City of Concord to the Alameda County line.

(b) In 1978, Southern Pacific Railroad received federal permission to abandon the rail line. The line's railroad tracks were removed over the following one to two years.

(c) The County of Contra Costa obtained \$10,579,000 in Transportation Planning and Development Account (TP&D) grants starting in 1982 to fund a feasibility study and pay for the partial acquisition of the San Ramon Branch Corridor's right-of-way, including a 1982 TP&D grant, MT-83-16, for \$2,000,000, a 1985 TP&D grant, MT-86-1, for \$2,579,000, and a 1986 TP&D grant, MT-87-2, for \$6,000,000.

(d) The grants' requirements included a feasibility study with costs to be shared equally by state and non-state sources. The feasibility study investigated the feasibility of possible transportation improvements within the right-of-way and the Interstate Route 680 corridor between the Cities of Concord and Pleasanton.

(e) The County of Contra Costa raised some of the non-state moneys necessary to purchase the right-of-way through the sale of easements to the Central Contra Costa Sanitary District and the Contra Costa County Flood Control District. The Contra Costa County Redevelopment Agency also acquired portions of the right-of-way within the corridor's redevelopment area.

(f) In 1986 the County of Contra Costa entered into a license agreement with East Bay Regional Park District to operate a 10-foot wide paved multi-use trail within the right-of-way called the "Iron Horse Regional Trail." On July 5, 2017, the East Bay Regional Park District's board of directors authorized an electric bicycle pilot program, for Class 1 and 2 E-bikes, on the Iron Horse Regional Trail.

(g) When the County of Contra Costa purchased the right-of-way, water lines and a high pressure gas line were already in place in the right-of-way. The county has expanded access to utilities by authorizing the installation of a reclaimed waterline, a fiber optic line, sewer lines, and additional water lines.

(h) The County of Contra Costa identified, and restricted, the use of a 34-foot wide transit area throughout the right-of-way for future transit use.

(i) The County of Contra Costa has continued to use the right-of-way, while emphasizing active transportation projects. The Iron Horse Regional Trail is the East Bay Regional Park District's most used trail and the county, through grant funding and project sponsors, constructed alternate trails in several sections of the right-of-way. Alternate trails allow walkers and joggers to use the right-of-way separately from cyclists.

(j) The County of Contra Costa receives requests from adjacent cities and companies to make improvements to the right-of-way. Approving the requests continues to be a challenge while maintaining the 34-foot wide transit area.

(k) A busway or transit guideway is no longer an appropriate use of the right-of-way. The right-of-way has annually been used by over one million recreational users and commuters. A busway or transit guideway is not operationally or financially



feasible due to the substantial density of immediately adjacent urban and suburban uses and the corresponding density of both road and trail crossings.

SEC. 2. The state and the California Transportation Commission hereby relinquish their rights to reimbursement established pursuant to commission Resolution MT-83-16 (December 17, 1982), TP&D Abandoned Railroad Right-of-Way Program, commission Resolution MT-86-1 (September 1985), TP&D Transit Capital Improvement Funding, and commission Resolution MT-87-2 (July 1986), TP&D Abandoned Railroad Right-of-Way Program, relating to the San Ramon Branch Corridor.

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LEGISLATIVE COUNSEL'S DIGEST

Bill No.
as introduced, _____.
General Subject: Transportation: California Transportation Commission: San Ramon
Branch Corridor: reimbursement.

Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects, pursuant to the state transportation improvement program and various other transportation funding programs. Through certain commission resolutions, the commission allocated moneys appropriated to it in the 1980s from the Transportation Planning and Development Account to the County of Contra Costa for the acquisition of a specified right-of-way, and for associated projects, relating to the San Ramon Branch Corridor. Those resolutions require the county to reimburse the state if the county fails to meet specified conditions.

This bill would relinquish the rights of the state and the commission to reimbursement pursuant to those resolutions.

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

