

STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0017

Phone: (916) 319-2017  
FAX: (916) 319-2117



September 7, 2012

The Honorable Jerry Brown  
Governor of California  
State Capitol  
Sacramento, CA 95814

**Attention: Legislative Affairs – Request for Signature**

Dear Governor Brown:

I am writing to respectfully request your signature on **Assembly Bill 1779**, which will enact the Intercity Passenger Rail Act of 2012. This bill will enable the transfer of administrative responsibility of the San Joaquin intercity passenger rail service from the Department of Transportation to a new Joint Powers Authority.

In 1996, the Capitol Corridor Joint Powers Authority (CCJPA) was created to oversee the administration of the Capitol Corridor service under the provisions of Senate Bill 457 (Kelley, Chapter 263, Statutes of 1996). Over the last 15 years, without direct financial contribution by member agencies, the CCJPA has successfully managed the Capitol Corridor between Auburn and San Jose. Capital investments, cooperation with the Union Pacific freight railroad, and state support have allowed for dramatic increases in the frequency of service (increases of 400 percent between Sacramento and Oakland), and the Capitol Corridor intercity passenger rail service has the best on-time performance in the nation for intercity service.

In addition to more cost effective administration and operations, the CCJPA has shown that there are several other benefits to local authority administration of intercity passenger service including:

- The ability to have a stronger voice in advocating for service improvements and expansions;
- Local decision-making that is more responsive and adaptive to passenger issues;
- The ability to take better advantage of joint marketing and partnerships with local agencies; and
- More engagement by local communities to support the service.

Following the model of the CCJPA, AB 1779 is permissive legislation which would enable regional governance/management of the existing San Joaquin intercity passenger rail service between Bakersfield-Fresno-Stockton-Sacramento-Oakland.

AB 1779 defines the composition of the San Joaquin Joint Powers Authority (Authority), and extends the time for creating the Authority and executing an interagency transfer agreement with the Department of Transportation to June 30, 2015. AB 1779 ensures that for not less than a three-year period following the transfer of the service, the level of state funding for intercity rail service in each corridor shall be

maintained at least to the level of service in the corridor at the time of the transfer, providing fiscal stability that will allow appropriate planning and operation of these services. In order to transfer responsibility of

the San Joaquin intercity passenger rail service to the Authority, **AB 1779 requires that the transfer must result in administrative or operating cost reductions.** With this measure, the Authority is required to protect existing services and facilities and seek to expand service as warranted by ridership and available revenue.

Furthermore, under the provisions of AB 1779, the state would continue to have prominent and very important roles with the San Joaquin intercity passenger rail service, even after the administration responsibility is turned over to the Authority. The state will continue to provide the funding necessary for service operations, administration and marketing. Moreover, Caltrans Division of Rail would remain responsible for the development of the Statewide Rail Plan; the coordination and integration between the three state-supported intercity passenger rail services; the preparation of grant applications to the federal government; and the development of state budget requests – like they have been for the Capitol Corridor under the CCJPA.

With more efficient administration and stronger local/regional support, a regionally managed San Joaquin intercity passenger rail service will result in improved service, and increases in ridership and revenue – which will result in more jobs, improve air quality, and will help promote sustainable development.

**My office and the sponsors of the bill worked extensively with the staff of the Business, Transportation and Housing Agency. We accepted all proposed amendments so now this bill establishes a uniform framework for negotiating interagency transfer agreements applicable to all state-supported intercity rail programs.**

The sponsors of AB 1779 have developed a strong partnership between the San Joaquin Valley, the East Bay, and the Sacramento region and an extensive coalition in the Central Valley in support of AB 1779. Their support for improvements for intercity rail service will be a great asset to the state. Furthermore, AB 1779 establishes a partnership in the coordination of corridor and state efforts in the development of State Rail Plans and future High-Speed Rail Authority Business Plans.

Intercity passenger rail is environmentally friendly, and the state has a continuing interest in the provision of cost-effective and efficiently administered intercity passenger rail services.

For all the reasons stated above, I again respectfully request your signature on **AB 1779**.

Sincerely,



Cathleen Galgiani  
Assemblymember, 17<sup>th</sup> District

CG: vfg

Cc: Brian Putler, Deputy Legislative Secretary, Office of Governor Brown  
Camille Wagner, Deputy Legislative Secretary, Office of Governor Brown