



California Partnership for the
San Joaquin Valley

September 10, 2012

Honorable Governor Brown
State Capitol, Suite 1173
Sacramento, CA 95814

RE: Letter of Support for AB 1779 – The Intercity Passenger Rail Act of 2012

Dear Honorable Governor Brown,

On behalf of the California Partnership for the San Joaquin Valley (Partnership), I am writing to express support for support for Assembly Bill (AB) 1779, which would 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.

The Partnership, created in June 2005 through Executive Order S-5-05, convened stakeholders from around the eight county San Joaquin Valley and developed a ten year Strategic Action Proposal with goals and objectives to guide activities to improve the quality of life in the region. AB 1779 is consistent with these goals and objectives, more specifically, the mission of the Transportation Work Group to “develop a sustainable region-wide transit system.”

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 (SB 457). 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 potential 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.

We appreciate that AB 1779 follows the model of the CCJPA, and is permissive legislation which would enable regional governance/management of the existing San Joaquin intercity passenger rail service between Bakersfield-Fresno-Stockton-Sacramento-SF Bay Area. With more efficient administration and stronger local/regional support, a regionally managed San Joaquin intercity passenger rail service can result in much higher frequencies of service, and increases in ridership and revenue – like experienced by the Capitol Corridor under the regional administration of the

5010 N Woodrow Ave.
2nd Floor, M/S WC 142
Fresno, California 93740

559.294.6021 T
559.294.6024 F

www.sjvpartnership.org

CCJPA. Increases in San Joaquin intercity passenger rail service and ridership will result in more jobs, improve air quality, and will help promote sustainable development.

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. We look forward to working with our regional partners and the state to ensure consistent and coordinated intercity rail planning for the San Joaquin Corridor.

The Partnership is pleased to support AB 1779. Thank you in advance for your consideration. Please do not hesitate to contact me at mdozier@csufresno.edu or 559-294-6021 should you need additional information or have any questions about this.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Dozier', with a stylized flourish at the end.

Mike Dozier, Leader Executive
California Partnership for the San Joaquin Valley