

CITY COUNCIL

JOANNE MOUNCE, Mayor
ALAN NAKANISHI,
Mayor Pro Tempore
LARRY D. HANSEN
BOB JOHNSON
PHIL KATZAKIAN

CITY OF LODI

CITY HALL, 221 WEST PINE STREET
P.O. BOX 3006
LODI, CALIFORNIA 95241-1910
(209) 333-6702 / FAX (209) 333-6607
www.lodi.gov cityclerk@lodi.gov

KONRADT BARTLAM,
City Manager
RANDI JOHL, City Clerk
D. STEPHEN SCHWABAUER
City Attorney

April 4, 2012

Assemblymember Galgiani
State Capitol Building, Room 5155
Sacramento, California 95814
Attention: Victoria Grajek, Chief of Staff

Via Facsimile: (916) 319-2117

**SUBJECT: Intercity Passenger Rail Act of 2012 for San Joaquin Corridor
- LETTER OF SUPPORT**

Dear Assemblymember Galgiani,

The City of Lodi is pleased to provide this letter of 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.

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.

We support defining the composition of the San Joaquin Joint Powers Authority (Authority), and extending the time for creating the Authority and executing an interagency transfer agreement with the Department of Transportation to December 31, 2013. In order to transfer responsibility of the San Joaquin intercity passenger rail service to the Authority, AB 1779 will require that the transfer must result in administrative or operating cost reductions. In addition, AB 1779 will prevent any existing sources of local or regional transit funding to be used to expand or maintain the San Joaquin intercity passenger rail service.

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 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.

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. We are pleased to provide this letter of support for AB 1779 to help move California forward.

Sincerely,



JoAnne Mounce
Mayor

C: Stephen Qualls, League of California Cities
File