



Fresno Regional
Workforce
Investment Board

May 16, 2012

2125 Kern Street
Suite 208
Fresno, CA 93721
(559) 490-7100
(559) 490-7199 fax
workforce-connection.com

Chair

Tom Richards

Vice Chair

Paul J. Bauer

Board Members

Tom Abshere
Robert Alcazar
Richard Alves
Susan Anderson
Brian Angus
Oliver Baines
Deborah G. Blue
Mee Cha
Michael Dozier
Sally Fowler
Harry Gill
Frank Gornick
Fely Guzman
Jeff Hensley
Howard K. Himes
Kirk Hunter
Richard Keyes
Paula Kinsel
Adriana Kuhnle
Phil Larson
Keith Lovgren
Kurt Madden
Dennis Montalbano
Tommy Nellon
Samuel Norman
Joe Olivares
Aric Olson
Jose Plascencia
Preston Prince
Ken Ramos
Zwi Reznik
Yrma Rico
Chuck Riojas
Daisy Rush
Alice Saviez
Jim Simonian
Bret Slusser
Renena Smith
Justin Surratt
Lydia Zabrycki

Executive Director
Blake Konczal

Assemblymember Galgiani
Attention: Victoria Grajek, Chief of Staff
State Capitol, 10th & L Streets, Room 5155
Sacramento CA 95814

RE: Intercity Passenger Rail Act of 2012 for San Joaquin Corridor – Letter of Support

Dear Assemblymember Galgiani:

The Fresno Regional Workforce Investment Board (FRWIB) 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, between Auburn and San Jose, under the provisions of Senate Bill 457 (SB 457). 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-San Francisco 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 CCJPA. Increases in San Joaquin intercity passenger rail service and ridership has the potential to create jobs, which is particularly encouraging to the FRWIB. Increased service could also provide more reliable and frequent transportation options for workers in remote communities, thereby creating greater access to larger job pools, which is supported by the FRWIB.

C O N N E C T I N G F O R S U C C E S S

Assemblymember Galgiani
May 16, 2012
Page Two

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.

Sincerely,

A handwritten signature in black ink, appearing to read "Blake Konczal", with a large, sweeping flourish extending upwards and to the right.

Blake G. Konczal
Executive Director

bgk:mw